

AMERICAN

RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, MINING, MANUFACTURES.

HENRY V. POOR, *Editor.*

SATURDAY, DECEMBER 4, 1858.

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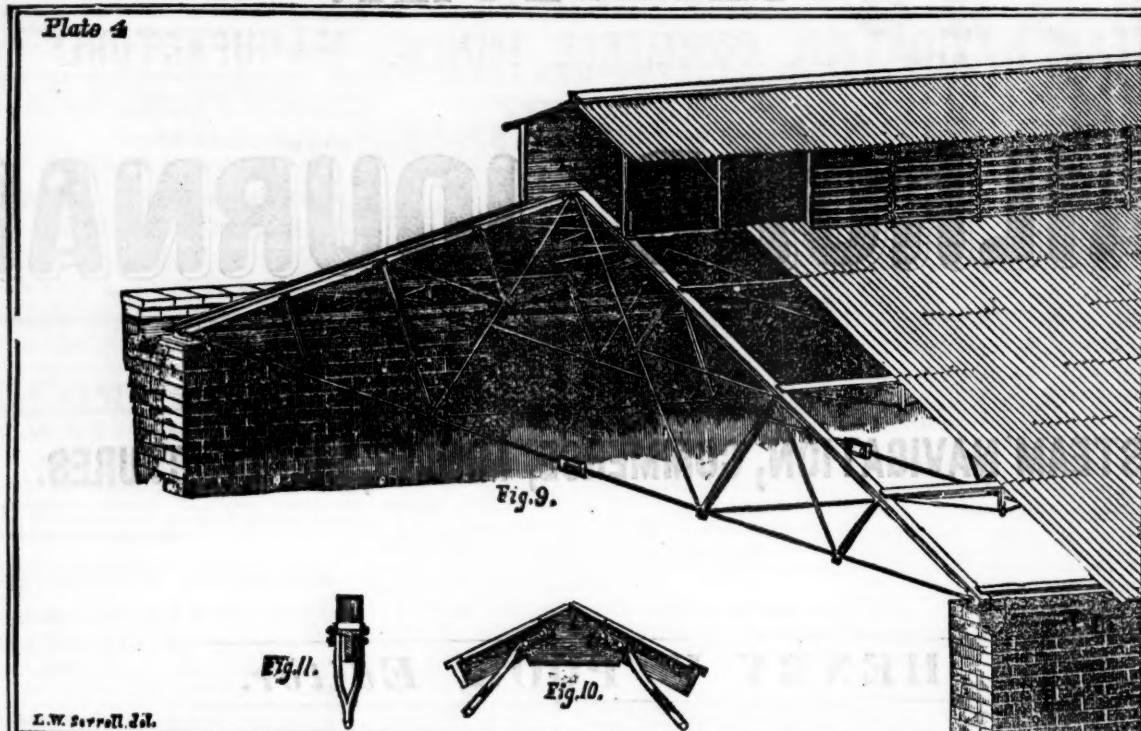
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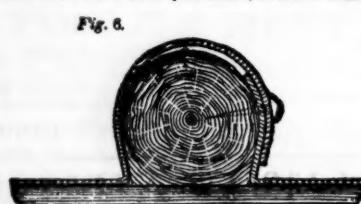
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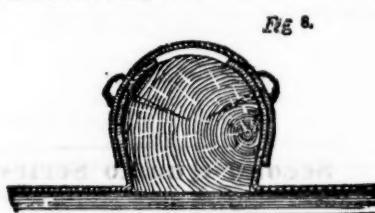
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[WHOLE No. 1,181, VOL. XXXI.

MESSRS. ALGAR & STREET, No. 11 Clements Lane, Lombard Street, LONDON, are the authorised European Agents for the *Journal*.

PRINCIPAL CONTENTS.

Sterling and Rock Island Railroad	769
The Great Russian Railway	770
Mobile and Ohio Railroad	771
Florida Railroad	771
Steam on the Canals	779, 771
Statistics of the Railways in the United Kingdom	777, 772
London Correspondence	773
North Missouri Railroad	775
Finances of South Carolina	775
Pacific Railroad	776
Lake Ontario and Its Outlets	777
Gavanized Iron	777
Compound Rail for Railroads	777
Journal of Railroad Law	773

their own road passes, as well as that of the whole line of the Galena road from Fulton to Chicago.—Delivering coal at Dixon, on the Illinois Central, is cheaper than it can be obtained from any other source. It will compete on a fair footing for all the coal trade of Northern Illinois above Dixon. The coal at these mines, instead of being raised at great expense, is worked in horizontal drifts in the side of a bluff, the cars running directly into the mines and saving great expense in handling the coal.

This road, though owned and built entirely by the inhabitants along the line, must prove a most valuable feeder to the Galena road.

At Port Byron, this road strikes the line of the Warsaw and Rockford Railroad, whose road above Rock Island is now ready for the iron. A contract has been secured with this company by which the S. & R. I. R. R. Co. occupy that portion of the former company's road. On the eastern end the Galena Company grant them, free from charge, the use of $5\frac{1}{2}$ miles of their road, leaving this company under the necessity of constructing but 35 miles of road, viz: from Port Byron to a point $5\frac{1}{2}$ west from Sterling, while for operating purposes their road will be but 55 miles in length.

For preparing the road for the iron, they have stock as follows:

Secured by mortgage on real estate, valued at twice the amount of mortgage.	\$165,000
Corporate subscriptions	40,000
Reliable individual subscriptions (unsecured)	55,000
	\$260,060

The road is now under contract to reliable parties (who take their pay in farm mortgages, and other means now in the company's possession,) for grading, bridging, masonry, furnishing the ties and laying the track where the iron is furnished, for the gross sum of \$224,000—leaving for right of way and contingencies \$36,000.

The right of way is secured for the whole distance, and 23 miles paid for at a cost of \$4,100 in stock. The above prices may look fabulously small, but the road runs through the level valley of Rock River, crossing no streams of importance, and is, for most of the distance, a slight embankment thrown up from the sides.

The grading upon the line is now entirely com-

pleted except upon the portion between Erie and Cordova, a distance of 12 miles, upon which about one-half the work is yet unfinished.

The contractors are now at work in Wisconsin, getting out the ties, which will be delivered at the opening of navigation, giving at that time the roadbed complete, with the ties upon it, ready for the iron, and that without any incumbrance upon it; the work having been entirely paid for by local subscription—an instance seldom, if ever, met with in the history of railroads.

A very advantageous contract has also been secured with the Galena Company, by the terms of which they are to pay to this Company ten per cent. of the gross receipts collected on their road from the business of this Company. This will of itself be a fair per centage on the cost of the new road, while it must prove very remunerative to the former company.

To obtain the iron and meet other expenses necessary for opening the road, the Company propose issuing first Mortgage Bonds to the very moderate amount of \$10,000 per mile, bearing 7 per cent. interest, setting aside the per centage receivable from the Galena Company to meet the interest, and as a Sinking Fund for the principal of these bonds.

The Company do not propose pressing these bonds upon the market; but having their road ready for the iron, with no interest to pay, they propose holding it in that condition until they shall see an opportunity of negotiating for the money or the iron on favorable terms; they having already declined offers for the iron at rates which other companies have greedily jumped at.

The President of the Company—Hon. M. S. Henry—during the financial difficulties of last year, acquired for himself, as Bank Commissioner of Illinois, a reputation which we are assured he will sustain in his financial operations for this Company.

Galveston and Houston Railroads.

The track of the Galveston and Houston Railroad is now laid from Virginia Point to within a few miles of Houston. When completed, which will be in a few days, the cars will commence running, in connection with a steam ferry boat between Virginia Point and Galveston, making the trip from city to city in two hours and a half.

The Great Russian Railway.

The first general meeting of the stockholders of this colossal undertaking has been held at St. Petersburg, when the Director General, M. Collignon, laid before the assembly a report, from which we extract the following as the most important particulars:

The plan of operations embraces a system of railway lines to the extent of 4,000 versts (about 2,666 miles.)

1. The line from St. Petersburg to Warsaw.
2. The branch to be opened from this line to the Prussian Frontier, towards Koenigsberg.
3. The line from Moscow to Theodosia, Kursk, and the region of the lower Dnieper.
4. A line branching from thence to Kursk or Orel, passing by Dunabourg, and ending at the Port of Libau.
5. The line from Moscow to Nijni-Novgorod.

1. The first object of the Directors of so vast an undertaking is, in conjunction with the Prussian Government, (who have already commenced the requisite works on their territory,) to connect St. Petersburg with Koenigsberg, and thus with the European system of railways.

2. To bring into active operation, and with the least possible delay, the line from Moscow to Nijni-Novgorod.

3. In order to commence in the present year the works on the southern line, between La Samara and Theodosia, so as to realize the junction of the Dnieper from a point taken below the cataracts, facing Ekaterinoslav, with the Black Sea.

The line from St. Petersburg to Warsaw has been for some years past in process of construction, but its completion has been retarded by political advents.

The first 42 versts between the imperial residence of Tsarkoe-Selo and Gatchina have been opened for traffic. From Gatchina to Louga, the main body of the railroad is completed; and beyond this, at various points, earthworks have been commenced in the rough, and, indeed, to a considerable extent advanced, more especially from Louga to Pskow and between Bialistock and Warsaw.

The Government, on its part, has taken important measures for securing the establishment and due working of the railway. The whole of the contracts for earthworks, the conveyance of materials, and for the supply of fuel for the locomotives, for many years to come, have been adjudicated; orders for nearly one-half the quantity of rails required to reach Warsaw with a double line, have been given at the Gural Works and abroad; a contract has been entered into with manufacturers in Berlin and Hamburg for the construction of 2,000 carriages; and two contracts have been finally concluded with the engineering establishment belonging to His Imperial Highness, the Duke of Leuchtenberg, one for the supply of one hundred locomotive engines, and the other for maintaining in working order the whole of the rolling stock on the line up to the year 1866.

Second Section.—Samara to Theodosia. This important line will unite the river navigation of the Dnieper, taken at a point above the Cataracts, with the Black Sea. It will start from Ogren, on the Samara, a little below the embouchure into the Dnieper, and nearly facing Ekaterinoslav; thence following the valley of the Dnieper to Alexiewska, passing by Alexandrovsk, and reascending the plateau of the German Colonies, approaches within five versts of Melitopol, crosses the Swack close to the salt works at Genitchi, bears to the eastward of the Crimea, and reaches the Black Sea near Arabat, thus avoiding the heights above Theodosia. This line, from the river Orel to Theodosia, is about 539 versts in length.

The necessary measures are being taken, and the contracts have been settled, for executing the works across the Crimea. The line, bending to the eastward near Theodosia, passes within 16 versts of the small fortress of Ack-Manai, on the Sea of Azof, near Arabat, thus connecting the navigation of the latter sea with the port of Theo-

dosia, and avoiding the dangerous passage through the straits of Yieni-Kale. The branch in question renders, indeed, Theodosia a seaport both on the Black Sea and the Sea of Azof, and offers an advantageous means of transit for the natural products of that region, the principal of which is the anthracite coal from the banks of the Don, which descend by that river to the Sea of Azof, and will be taken straight to the port of Ack-Manai for transit on the railway and distribution, whether at Theodosia or on other parts of the line. The same Ack-Manai branch line will furnish, moreover, easy and direct access to the only coal field from which to draw the requisite fuel for the consumption of Theodosia proper, and for supplying the steam vessels which are likely to be attracted thither by the establishment of the railway itself. Further, it will afford a much required opening for the produce of the coasting trade of the Sea of Azof, (chiefly building materials,) from the regions lying between Ack-Manai and Cape Kjeadie, as likewise for the trading ports of Rostov, Taganrok, Meriopol, and Berdiansk, wherein the entire commerce of the Sea of Azof is at present concentrated, but which are of difficult access for the vessels that frequent the Mediterranean and the Black Sea.

The line from Kursk, or the river Orel, to Libau.—This line will branch off from the Great Southern Line to Kursk, whence it will open on the port of Libau. The preliminary surveys have been made between Dunabourg and the Baltic and its completion offers not the slightest engineering difficulty. This line, passing by Mitan, would be the basis of future easy communication direct with the ports of Libau and Riga, and, if need were, of a branch line opening in the port of Win-dau.

The line from Moscow to Novgorod will follow, to a great extent, the present high road passing by the principal cities and towns and in the very center of a populous and productive country, in the direction of Chouia, and of the Iron works of Mourom, which will be connected, through the river Oka, with the railway abutting on that river opposite Corbatov. This line will pass near an important stone quarrying neighborhood. It will for the first eight versts from Moscow, be part of the Great Southern Trunk Line comprised between Moscow and Toula, to which allusion has already been made. Thus there will be but one starting-point in common. The establishment and bringing into working order of the section and station between Gatchina and Louga, (86 versts,) was the first object of the promoters. As early as the 22d August, 1857, the works were so far completed, as to allow of the emperor performing a journey thereon; but it was not until the 5th of December following that the regular public traffic to Louga could be opened.

By the opening of the section from Gatchina to Louga, 128 versts of Warsaw line are brought into action, but the line cannot as yet be considered complete, various buildings being required for the traffic.

The works between Louga and Pskov are all but finished. This section will likewise consist of 128 versts. Beyond Pskov, to Dunabourg and Warsaw, the works have been in abeyance, since 1857.

Up to the 31st of December last, the stock in locomotives was as follows:—10 locomotives for passengers, 8 wheeled, built on "American" system; 6 goods-engines, 6 wheeled, same make; 6 engines, mixed make, ("composite") from abroad. This stock will shortly be increased by the addition of 74 engines, mixed make, and 4 special passenger train engines.

According to contract with manufacturers at Berlin and Hamburg, there will be, in 1860, a further addition of 300 passenger carriages, and 1,800 vans for cattle and goods.

On the 31st December, 1857, there were on hand—11 first class carriages, 2 first and second class, (composite,) 11 second class; 2 second and third class, (composite); 50 third class; 68 wagons, (baggage and goods); 41 horse boxes; 220 flats, and 120 earth trucks.

The mixed second class carriages are 8 wheeled, on the so-called "American" system; all the others are 6 wheeled.

In order to facilitate the locking and unlocking of trains, the Directors state that they have reduced to four the number of wheels in nearly all the wagons forming goods trains.

The line from Moscow to Theodosia will be 1,200 versts in length. Its abutments will be, on the one side the sea, and on the other side Moscow.

1st Section.—From Moscow to Toula. The chief engineering difficulties on this line arise on the right bank of the Moskawa, between Moscow and the Oka, and the passage across that river. By the original plans, the line was to have passed near Kaszira; but on account of the enormous expense, (estimated at 110,000 silver rubles per verst,) and of certain engineering difficulties, this plan required to be modified, and it is proposed that the line from Moscow to Toula shall follow the valley of the Moskawa, on the left bank of that river, and cross the Oka a little below Kolomna.

At Moscow there will be but one starting station in common, both for the Theodosia and Nijni lines. This, according to the report, is an advantageous arrangement, namely, the union of two different railways for the first few miles of their extent. As regards the portion of the line between Moscow and Pskov, the arrangements as far as to Vladmir are all definitely made; the requisite contracts for the construction of the main works of the railway between Moscow and Vladmir having been entered into, with sufficient guarantees, so that it is confidently stated that the entire, and, in a commercial point of view, highly important line from Moscow to Nijni will be opened for traffic in the course of 1861.

Up to December, 1857, the actual traffic had been confined to the 42 versts sections between St. Petersburg and the Gatchina; subsequently, it had been extended by 80 additional versts to Louga. The gross receipts up to the 31st December, were 87,440 rubles, 69c., showing but a trifling excess (1,328r. 15c.) over expenditure, the working of the line in its present incomplete state being considered as scarcely more than experimental, and affording no fair criterion for the future. When the railway shall have reached Pskov, the goods traffic, more especially of that of firewood, is expected to be highly remunerative.

An interesting feature of this great undertaking is the establishment, in connection with it and St. Petersburg, of a foundry and workshops, on a scale of unprecedented magnitude. The company have arranged for the purchase of the foundry and engineering establishment lately belonging to the heirs of His Imperial Highness, the Duke of Leuchtenberg, for about two millions and a half of rubles. As it is contemplated that the business of this factory, however extensive hitherto, will but barely suffice for the demands of the new railway, the Directors announce that no further orders from other quarters or from abroad will be received. The portions of the Ducal Foundry establishment, heretofore celebrated for the production of works of art in bronze and "melchoir" castings, have accordingly been disposed of by the railway directors for 145,000 rubles, which price includes the plant and tools, and the stock of art-castings ready for sale, or in course of construction.

The "Technical Committee" attached to the Director-General is charged with the examination of all new schemes, proposals, inventions, etc., and takes cognizance of all questions of practical import relating to the working details and mechanical operations of the railway. The members must be resident in St. Petersburg. To these are annexed a body of engineers, specially appointed to manage the orders given for working material, etc., in France, England, or Belgium.

The Director-General is Inspector-General of roads and bridges in France; the two special Directors belong to the same corps, one as engineer-in-chief, the other as engineer of the first class. The Company's engineering staff consists of 53 officers of the corps of Russian "means and ways of communication," and 11 engineers of the French

Imperial corps of bridges and roads (*Poats et Chaussees*.)

From the importance of the subject, we have considered that the above details may not prove uninteresting at a period when the attention of Europe is directed to one of the most colossal enterprises of the present day; an enterprise, the results of which, as developing the hitherto latent resources of Russia, commercial, monetary and industrial, are likely to prove of the highest moment, not only to the balance of power in Europe, but to the position, political and moral, of the whole world.—*Artisan, London.*

The Present Condition of the Mobile and Ohio Railroad.

Knowing that any facts connected with the Mobile and Ohio Railroad will be of interest at this time, we have gathered the following particulars of the condition of the Road:

In operation at Southern end..... 232 miles.
do. Northern end..... 83 "

Total in operation..... 315 "

There are about 150 miles, from West Point, Miss., to Jackson, Tennessee, all graded and ready for the rails, which, when finished, will complete the road and open up to Mobile an almost unlimited facility of railroad connection with the East, West and North.

A contract for all the rails and fastenings required to complete the road, say 18,000 tons, was negotiated by Judge Brown, during his recent mission to London, on terms as advantageous as those granted to any American road, and the result of that negotiation, (under very disadvantageous circumstances,) and the concurrent settlement, by payment in 6 per cent. sterling bonds, (valued as high as the 8 per cent. income bonds have averaged here,) of the Company's floating debt of about \$700,000, shows signal ability on the part of the negotiator, and entitles the President to the gratitude of the stockholders and all interested in the road, and more especially the citizens of Mobile. It has opened up a new era of confidence and hope for the future by overcoming a difficulty in the way of progress which seemed at the time he embarked in it to be almost insurmountable.

Since the Mobile and Ohio Railroad was begun, numerous railroads in various parts of the country have been completed, or nearly completed. These roads are connecting links of travel and commerce with all parts of the country. For full efficiency they are awaiting the completion of our road. That once accomplished, and our road stands as a central trunk road, ramifying all parts of the nation. In the outset of the road these results were not taken into consideration; yet they actually secure to it more advantages than all the imaginary lines, which, it was said, would add so much to its value—and which were used to make it popular. To-day, in other words, by our connections with great roads then not completed, or only talked of, the Mobile and Ohio Road, just as soon as a certain gap in it is filled, will more than justify the sanguine expectations of those sanguine men who gave it its start. Or, in still other words, the roads connecting with the Mobile and Ohio Road, built and projected since it was started, would have suggested our road without reference to the advantages which were proposed from it in its origin. And to secure all the first advantages and those which now so strongly invite to its completion, the comparatively small sum of \$800,000 is all that is necessary. To prove this, it is only necessary for the reader to put one of the last maps before him. That will show the truth of the assertion.

The iron being purchased, it must be paid for, and laid down on the track. To do this requires an outlay of about \$800,000. The company has enough of sterling 6 per cent. mortgage bonds on hand to pay for the iron and all expenses; and now all that it asks, to be able to push the road to completion at once, is that its bonds, which afford as good security as is anywhere offered, should

be taken at fair rates by the friends of the enterprise.

The company has always paid its interest promptly, and, beyond doubt, will always do so; whilst its earning capacity and land-assets give ample assurance of its capacity, also, to cancel its bonds and indebtedness.

The following table, giving a statement of the earnings for September and October, will show a handsome increase in favor of this year over last: *Comparative Statement of Earnings and Receipts of Cotton by the M. and O. R. R. for the months of September and October, 1857-58.*

	1857.	1858.		
Rec'pts of Cotton.	Gross Earnings.	Rec'pts of Cotton.	Gross Earnings.	
Sept....	5,266	\$43,211 76	11,623	\$56,553 75
October 17, 1866	17,866	74,410 64	32,718	105,087 20
	23,132	\$117,622 40	44,341	\$161,640 95
			23,132	\$117,622 40

Excess in 1858—bales..... 21,209

Excess of Earnings..... \$44,018 55

We will venture to state that no road in the United States can show a better table of earnings, and few give more promise of future profits.

The increase, there is scarcely a doubt, would have been much greater, but for the effects of the past epidemic, which cut off nearly all the passenger income, which, at the lowest calculation, would have reached ten per cent. on the total income of these months, which, if added to the income this year, would be, say, in round numbers, \$60,000.—*Mobile Tribune.*

Baltimore and Ohio Railroad.

ADDRESS OF JNO. W. GARRETT, ESQ., ON HIS ELECTION TO THE PRESIDENCY OF THE BALTIMORE AND OHIO ROAD.

Mr. Garrett being called upon for an exposition of his views, addressed the Board in substance as follows:

GENTLEMEN,—I thank you for this honor. The position has been not only unsought, but I have yielded a reluctant assent, in response to the general and urgent solicitation of many largely interested in the welfare of the community and of the company, to accept it.

My ancestry have been identified with Baltimore for many generations, and I, born in your midst, have all my interests, my affections and my future, here. I have had no higher pride, no greater ambition, than to lend my humble efforts to promote the advancement and prosperity of my native city and my native State.

When this great road was opened to the Ohio River, and the disappointment in the extent of business from that source was felt by all, in common with others, I spared neither personal efforts nor private means to aid in completing connections vitally essential for Baltimore, to the great centre of the Western railway system—and those efforts have resulted in securing a communication with the West, by which a stream of prosperity has been continually poured upon us that must be appreciated by all. Subsequently, neither personal exertion nor private fortune was withheld to aid in the completion of the North-Western Virginia Road. Sacrifices were made to establish both, and I yet hope for the future success of each of these great lines.

I have no new features or course of policy to present. Heretofore I have uniformly advocated, in the government of the road, these important principles:

1st. Careful discrimination in favor of the trade of Baltimore, by so arranging the tariff as to give to the business of this city the full advantages of its geographical location.

2d. The promotion, in every judicious form, of the local interests throughout the entire region traversed by the road and its branches; combined with the proper protection and advancement of every interest, commercial, mechanic, manufacturing, mineral and agricultural.

3d. The maintenance of the road and machinery in the best and most effective condition.

4th. Strict accountability and judicious economy in every department.

5th. A rigid system of promotion throughout the service, according to merit and seniority.

My great aim has been, and will continue to be, to regard comprehensively all the interests involved, and assist in acting for the general good. My convictions have uniformly been decided, that the true interests of the State, the city and the stockholders are in unison—that the policy presented, alike promotes those of the property holder, the merchant, the stockholder, and of every department of industry.

I feel, gentlemen, the compliment of the selection for this office, coming as it does from those so deeply interested in the property and prosperity of this community and in company with whom, also, I have been associated for years in administering its affairs, and who have possessed the most ample opportunities of judging of my faithfulness and devotion to all the important connected interests.

Appreciating fully the grave responsibilities of the office you have conferred upon me, with this general expression of my views, in which I trust you will unanimously concur, may I not anticipate the cordial co-operation of the Board in accomplishing results equally desirable to all? As your executive it will be my pleasure, as well as my duty, to labor in perfecting harmonious relations generally. My greatest satisfaction and reward will be to participate with you in promoting and insuring the progress and success of all the great interests with which we are intrusted and identified.

Florida Railroad.

The Secretary of the Interior has just approved a grant of 284,568 acres of the land inuring to the State of Florida under the provisions of the act of the 17th of May, 1856, to aid in the construction of that portion of the Florida Railroad extending from Fernandina, on the Atlantic, to Cedar Key, on the Gulf of Mexico. The Washington States says:

The road is destined to be one of the most important in the country. It is empowered by its charter to establish a line of steamers at each of the termini of the road for the transportation of passengers and freight between those points and any desired points on the Atlantic and Gulf. It will thus connect the important ports of the Atlantic and Gulf by nearly an air line across the neck of the Florida peninsula. For more than a year this road has been in successful operation for nearly eighty miles of its length, and we understand that by the 1st of January it will be in full operation.

A New York Company, we understand, will carry passengers from New York to Fernandina, whence they will be conveyed by rail across to Cedar Key, going thence in steamers to Tehuantepec, and from there to California.

Steam on the Canals.

The Buffalo *Express* gives the figures of the actual expenditures of the steam canal-boat *Fulton*, on the several trips she has made from Buffalo to Rochester. The following is the average:

Coal.....	\$6 00
Engineers—two.....	1 98
Oil and water.....	50

—Making a total of \$8.48 cents. The distance is 98 miles. Towing by horses, is 23 cents per mile which would amount to \$20.70—showing a saving of about 60 per cent. by the use of steam. In this no calculation is made of the extra work which a boat propelled by steam will do more than a boat propelled by horse power, and the consequent saving in interest on capital invested. Such an estimate is not necessary to show the superiority of steam as a motive power.

Railroads in South Carolina.

EXTRACT FROM THE GOVERNOR'S MESSAGE.

The capital invested in railroads in South Carolina may be put down at eighteen millions of dollars, of which sum the State holds shares amounting to \$2,342,300, and the extent of railway in working order at nine hundred miles.

The Charleston and Savannah road beyond the Edisto; the Union and Spartanburg road beyond Unionville; the Blue Ridge road beyond Pendleton, are all under the active agency of their skillful and efficient officers, in a course of successful construction. I have confidence in every one, and trust to see, at no distant day, the first linking our commercial capital with the Gulf of Mexico and New Orleans, the second and third with the Mississippi and Ohio.

The work last mentioned, which I visited in September, is progressing through its barrier of granite with much order, regularity and certainty.—Nothing seems to be wanting to its completion in the course of three years but an ample supply of means. Twenty-two hundred feet of tunnel had been cut into the Stump House Mountain (thirty-six hundred remaining.) Since that time the middle tunnel has been completed so far as to admit the passage of a horse and cart. The masonry at Twenty-six Mile Creek, Seneca River, and elsewhere, is advancing satisfactorily, and soon the cars will be steaming up to the foot of the mountain.

The change which is going on in the region through which it passes, must be witnessed to be realized. Indeed, it is not sufficiently realized by the inhabitants of the vicinage generally, but the

loss to them would be most sadly realized should the work, by any possibility, be stopped. I cannot bring myself to think of such a possibility to a work in which the pride of the State, as well as its welfare and the inestimable value of a closer and more direct association with our neighbors of Tennessee, Kentucky, Alabama and Mississippi, is concerned. So important do I hold this intercommunication to us, that I believe it will be the policy of the State, as soon as the route by the Rabun Gap is completed and in full operation, to lend her means, with the skill and energy of her engineers, to pushing forward another route of travel to Eastern Tennessee, by either the Greenville or the Spartanburg road. Bonds for the last instalment of the State subscription to the Blue Ridge Railroad of \$200,000 were signed by me on the 25th October last.

Statistics of the Railways of the United Kingdom.

Total Capital raised on the 31st of December, 1857, from Returns furnished to Parliament. Preferential Charges on the 31st of December, 1857, from Returns furnished to Parliament.

Name of Railway Company.	Total Capital authorized.	Ordinary Shares.	Preference & Guaranteed Shares.	Loans.	£ Total.	Interest on Preference and Guaranteed Sh.	Interest on Loans.	Total.
ENGLAND AND WALES:—								
Birkenhead, Lan. and Chesh. Junction.	3,150,000	2,075,821	.....	412,103	2,188,014	.....	19,182	19,182
Blyth and Tyne.	466,500	172,960	50,000	57,586	280,546	5,000	2,870	7,870
Bristol and Exeter.	4,435,999	2,068,499	880,711	1,002,085	3,951,295	34,359	43,681	78,220
Carlisle and Silloth Bay.	100,000	75,000	.....	7,635	82,635	.....	885	885
Chester and Holyhead.	4,499,332	2,092,890	1,048,833	1,093,521	4,235,244	54,081	53,750	107,831
Cockermouth and Workington.	143,832	75,220	24,999	34,938	135,157	1,173	1,506	2,679
East Anglian.	1,600,000	1,033,606	233,571	276,365	1,543,542	14,486	13,750	28,236
Eastern Counties.	14,700,948	5,833,610	4,820,266	3,187,848	13,841,724	215,884	121,439	337,323
Eastern Union Section.	3,978,967	1,836,194	797,931	790,663	2,924,788	24,285	38,121	62,406
Norfolk Section.	2,678,880	996,460	1,143,800	83,645	2,223,905	53,241	3,855	57,096
East Lancashire.	4,237,833	2,317,850	708,001	950,456	3,976,307	37,912	43,351	81,263
Furness.	610,000	240,000	160,000	134,277	534,277	7,929	5,613	13,542
Fleetwood, Preston and West Riding Junction.	320,000	161,452	.....	45,000	206,452	.....	2,250	2,250
Great Northern.	15,016,812	4,796,737	5,307,204	3,524,623	13,628,564	230,506	150,312	380,818
Great Western.	28,744,283	8,884,958	11,512,459	7,731,379	28,128,796	515,146	357,178	872,324
Hull and Holderness.	153,000	106,800	.....	30,754	137,554	.....	1,433	1,433
Kendal and Windermere.	231,000	111,700	28,540	57,835	198,075	1,712	2,842	4,554
Lancashire and Yorkshire.	17,043,952	9,606,470	2,038,029	3,835,821	15,480,320	127,855	166,329	294,184
Lancaster and Carlisle.	2,954,516	2,062,109	.....	245,260	2,307,369	.....	10,472	10,472
Llanelli and Dock.	330,000	199,680	55,280	60,170	315,130	2,881	2,976	5,857
London and Blackwall.	2,032,000	1,314,208	.....	339,350	1,053,558	.....	15,408	15,408
London and North-Western.	43,450,539	23,570,881	3,474,980	10,771,478	37,817,339	171,565	481,515	653,080
London and South-Western.	11,002,742	7,171,980	185,676	2,506,036	9,863,692	12,709	110,498	123,207
London, B. and South Coast.	8,650,166	4,807,498	1,536,821	2,067,203	8,411,522	83,344	87,695	171,039
Mansfield, Sheffield and Lincoln.	10,454,198	4,088,615	2,033,215	2,369,700	8,491,530	111,610	112,618	224,228
Manchester and Carlisle.	557,959	167,175	198,399	112,346	477,920	8,624	4,684	13,308
Midland.	21,982,408	10,013,464	6,177,208	4,522,302	20,712,974	302,685	195,412	498,097
Monmouthshire.	1,100,000	360,000	435,535	207,500	1,008,035	21,776	9,247	31,023
Newcastle-upon-Tyne and Carlisle.	2,000,000	1,120,606	150,000	451,427	1,722,033	8,250	19,565	27,815
Newport, Abergavenny and Hereford.	1,510,333	547,260	319,605	811,031	1,177,896	17,989	15,170	33,159
North and South-Western Junction.	105,600	70,399	.....	18,916	98,315	.....	947	947
North Devon.	828,500	327,954	38,421	129,800	496,175	2,231	6,095	8,326
North-Eastern.	25,826,457	11,654,709	3,812,527	5,758,755	20,725,791	162,133	259,725	421,858
North London.	1,229,666	918,220	.....	324,900	1,243,120	.....	14,606	14,606
North Staffordshire.	5,820,000	2,826,372	.....	1,203,708	4,030,080	.....	55,280	55,280
North-Western.	1,759,300	782,528	126,285	254,262	1,168,075	6,011	11,151	17,162
Oxford, Worcester and Wolverhampton.	4,474,999	1,442,340	1,347,576	1,187,874	3,977,790	59,607	56,915	116,522
Port Carlisle Dock and Railway.	190,130	70,600	35,000	84,530	190,130	1,750	4,226	5,976
St. Helen's Canal & Railway, (Railway traffic only).	1,278,900	316,800	541,335	288,355	1,146,490	28,220	12,947	41,167
Shrewsbury and Hereford.	900,000	371,700	46,270	150,000	567,970	2,082	7,480	9,562
Shropshire Union.	1,072,500	912,823	.....	.....	912,823	.....	.....	.....
South Devon.	2,445,216	1,469,425	188,025	450,501	2,107,951	7,902	23,147	31,049
South-Eastern.	13,793,675	7,884,875	2,456,580	2,962,612	13,304,067	115,027	136,785	251,812
South Staffordshire.	1,427,000	964,148	.....	305,515	1,269,663	.....	14,357	14,357
South Wales.	4,906,600	2,452,974	765,124	1,224,768	4,432,866	30,737	55,174	85,951
South Yorkshire.	1,373,625	605,118	61,152	341,200	1,007,470	2,446	15,436	17,882
Stamford and Essendine.	86,000	46,500	3,500	16,000	66,000	175	753	928
Stockton and Darlington.	2,591,272	722,342	1,349,900	687,010	2,759,252	76,596	31,872	108,468
Taff Vale.	1,820,000	601,910	335,000	283,600	1,220,510	23,900	11,806	35,706
Vale of Neath.	958,333	630,993	.....	198,300	888,293	.....	8,159	8,159
Warrington and Stockport.	399,600	171,518	.....	62,700	234,218	.....	2,794	2,794
West Cornwall.	665,000	353,825	.....	161,380	515,205	.....	6,965	6,965
West Hartlepool Harbor and Railway.	2,686,080	919,065	687,160	572,000	2,178,225	35,815	25,600	61,415
Whitehaven and Furness Junction.	489,859	227,500	50,920	121,148	399,563	2,800	5,761	8,661
Whitehaven Junction.	233,000	100,000	145,000	48,000	193,000	2,465	2,009	4,474

Name of Railway Company.	Total Capital raised on the 31st of December, 1857, from Returns furnished to Parliament.						Preferential Charges on the 31st of December, 1857, from Returns furnished to Parliament.		
	Total	Capital	£ Ordinary Shares.	Preference Guaranteed Shares.	£ Loans.	£ Total.	Interest on Preference and Guar- anteed Sh.	Interest on Loans.	£ Total.
	authorized.								
SCOTLAND:—									
Caledonian	8,974,012	3,278,257	3,046,012	2,268,456	8,592,725	145,215	101,811	247,026	
Caledonian and Dumbarton Junction	866,600	269,484	.....	.....	269,484	.....	.....	.....
Craeff Junction	57,000	28,627	.....	12,000	40,627	.....	600	600	
Deeside	248,250	97,370	.....	35,315	132,685	.....	1,537	1,537	
Dundee and Arbroath	355,600	199,865	65,279	53,520	318,664	3,263	2,283	5,546	
Dundee and Perth and Aberdeen Railway Junct.	1,006,599	299,507	373,349	238,759	911,615	14,048	11,702	25,750	
East of Fife	42,600	20,555	.....	9,900	30,455	.....	483	483	
Edinburgh and Glasgow	4,786,075	2,403,375	818,127	1,324,262	4,545,784	24,468	58,970	83,438	
Edinb., Perth and Dundee and Scottish Central ..	6,102,453	2,274,187	898,119	1,817,455	4,989,761	37,936	73,529	111,465	
Fife and Kinross	109,000	36,930	.....	10,030	46,960	.....	502	502	
Forth and Clyde Junction	228,000	106,228	10,000	50,000	166,228	500	2,500	3,000	
Glasgow and South-Western	5,013,666	2,855,071	541,250	1,192,918	4,589,239	26,562	49,151	75,673	
Great North of Scotland	1,436,440	289,926	330,392	261,848	882,166	16,554	11,152	27,706	
Inverness and Nairn	139,936	56,287	14,659	26,630	97,576	732	1,331	2,063	
Leven	28,006	22,948	.....	5,000	27,948	.....	225	225	
Monkland	1,176,666	359,486	170,000	165,010	694,496	8,675	7,108	15,783	
Morayshire	72,933	24,132	5,000	9,650	38,782	250	482	732	
North British	4,673,327	2,502,060	898,183	1,011,467	4,411,710	44,909	46,166	91,075	
Peebles	129,000	67,791	8,138	28,025	103,954	406	1,314	1,720	
Perth, Almd. Val., and Methven	33,000	15,000	.....	.....	15,000	.....	.....	.....
St. Andrew's	28,000	21,000	.....	5,300	26,300	.....	212	212	
Scottish North-Eastern	3,040,355	1,657,567	536,959	731,441	2,925,967	31,988	33,073	65,061	
	38,547,512	16,886,653	7,715,467	9,256,986	33,858,106	355,506	404,091	759,597	
IRELAND:—									
Ballymena, Ballymoney, Coleraine & Portrush J.	260,000	200,000	.....	60,000	260,000	.....	3,000	3,000	
Belfast and Ballymena	753,333	547,567	.....	168,256	715,823	.....	7,804	7,804	
Belfast and County Down	666,666	260,485	18,155	76,994	355,634	907	3,725	4,632	
Cork and Bandon	698,000	174,952	75,474	79,702	330,128	3,578	4,025	7,603	
Cork, Blackrock and Passage	226,663	118,700	.....	38,430	157,130	.....	1,814	1,814	
Dublin and Belfast Junction	1,266,666	863,622	.....	228,610	1,092,232	.....	11,207	11,207	
Dublin and Drogheada	1,270,666	526,772	105,695	388,263	1,020,730	4,842	18,343	23,185	
Dublin and Kingstown	670,000	335,000	.....	70,000	405,000	.....	2,800	2,800	
Dublin and Wicklow	933,332	477,230	106,990	162,846	747,066	6,419	8,038	14,457	
Dundalk and Enniskillen	662,400	171,420	149,480	116,776	437,676	7,474	5,040	12,514	
Great Southern and Western	5,453,630	2,937,781	1,449,793	530,814	4,918,388	55,395	23,433	78,828	
Limerick and Foynes	173,000	95,837	.....	41,500	137,337	.....	2,090	2,090	
Londonderry and Coleraine	746,666	176,050	145,302	165,500	486,852	7,265	9,560	16,825	
Londonderry and Enniskillen	605,000	129,200	322,811	145,272	597,283	16,441	6,676	23,117	
Midland Great Western	3,476,266	1,277,019	.....	464,809	1,741,828	.....	22,240	22,240	
Newburyport and Armagh	471,996	136,336	7,323	.....	143,659	.....	.....	.....
Newburyport, Warrenpoint and Rostrevor	159,933	100,000	12,758	15,978	128,736	622	805	1,427	
Ulster	1,000,000	676,201	.....	212,998	889,199	.....	9,563	9,563	
Waterford and Kilkenny	559,000	250,000	200,000	131,000	581,000	12,000	5,540	17,540	
Waterford and Limerick	1,137,500	545,000	282,614	305,347	1,133,342	14,347	14,376	28,723	
Waterford and Tramore	77,350	46,760	.....	16,000	62,760	.....	684	684	
	21,268,066	10,046,313	2,876,395	3,419,095	16,341,803	129,290	160,763	290,053	
Total for United Kingdom	345,377,410	161,204,307	65,292,700	76,732,137	370,229,144	3,109,695	3,428,131	6,537,826	

London Correspondence.

26, THROGMORTON STREET, LONDON, November 12th, 1858.

To the Editor of the AM. RAILROAD JOURNAL.

DEAR SIR:—The dates to hand from your side are to the 28th ult., and I note the advance upon your Stock Exchange. This advance has caused a more general inquiry for your Securities upon our market, and the general tone of things is improving. The reduction in the rate of interest, so confidently anticipated a few weeks past, is not likely to occur for some time. Probably it is undesirable, for it would only create unhealthy speculations. Your State Stocks have been in fair demand lately, but the greatest distrust prevails relative to American Railroad Bonds.

The election of Erie Directors we see is passed, and that Mr. MORAN retains the office of President as it was expected he would do. It is to be hoped the coming year may prove more prosperous than the past. His scheme for meeting the payment of

the Second Mortgage Bonds is not much admired here, but, after all, it would be difficult to suggest a better one in the present position of the Company. I fear he will have to give a bonus to carry it. Your market for Illinois lately made a start which has not at all been responded to by investors here. The Committee sent out to view the land, have returned; their report is to be submitted to the Acting Committee on Tuesday next, and although we hear it is not expected, there will be a call, this year, upon the shares, yet it is evident that a deficiency is to be made up by some financial expedient. This last committee of inspection will not, of course, neglect to tell us the amount of bills receivable, overdue, and the position of the unsold lands.

Business of all kinds continues very dull, and it is probable we shall now have to wait until Parliament meets before there is any active revival of trade. Our railroads are improving in traffic, and there has been some improvement in the value of

sound securities. Our guaranteed Indian lines and Preference English Railroad Stock will receive first attention, but soon, if you can forward any really good things they will meet with due attention; at present, we have more than a fair share of bad, and that does your sound securities much harm.

I would call your attention to an advertisement in your paper relative to the Marietta and Cincinnati, or, more properly, the Cincinnati and Marietta First Mortgage Bondholders. A movement has been going on here for the foreclosure of this line by the Second and First Mortgages united, but as it is proposed to make a difference between the two of only Ten per cent., some First Mortgage Bondholders only wish to obtain the opinion of other holders before agreeing to the terms proposed, thinking very naturally that, if the Second Mortgage Bonds got over 40 per cent., the First should be paid in full as commission.

Your Ob't Serv't,
WILLIAM LANCE.

Railway Share List,

Compiled from the latest returns—corrected every Wednesday—on a par valuation of \$100.

NAME OF COMPANY.	Length of Rec'd.	Capital paid in.	Debt	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.	NAME OF COMPANY.	Length of Rec'd.	Capital paid in.	Debt	Total cost of road & equip't.	Gross Earnings for last official year.	Net Earnings for do.	Dividend for do.	Price of Shares.
Atlantic & St. Lawrence	149	2,494,900	3,482,000	6,594,820	576,482	6	—	—	Brunswick and Florida, Ga.	30	151,887	463,648	538,649	In progr.	—	—	—
Androscog. & Kennebec	66	457,909	1,835,309	2,210,949	159,513	83,368	none	—	Sout. Western	92	1,399,100	441,292	2,268,323	365,214	208,771	9	—
Kennebec & Portland	72	1,107,526	1,763,738	2,871,264	213,255	—	—	—	Tennessee and Alabama	30	309,754	626,889	679,906	53,775	29,405	—	—
Portl., Saco, & Portland	—	1,396,400	—	1,359,373	253,717	120,909	6	91	Tennessee and Mississ.	59	76,740	6 1 8 1 2	1,611 1/2	161,001	99,883	—	—
Boston, Cone. & M'atk.-at	—	4,008,188	1,104,556	2,848,977	324,767	174,025	—	18	Memphis and Charlest'n	27	2,228,177	3,495,288	5,572,470	642,022	334,504	—	—
—	—	4,050,124	899,313	3,179,687	355,629	113,077	—	5	Mobile and Ohio	224	6,784,879	2,066,459	10,701,428	554,382	278,428	—	—
Cheshire	—	—	—	—	—	—	—	—	Miss. Central	100	1,576,474	926,796	2,503,098	115,879	—	—	—
Concord	35	1,500,000	8,242	4,142,286	317,056	125,664	6	46 1/2	Souther'n (Miss.)	82	1,000,000	1,400,000	2,400,000	264,256	150,789	—	—
Northern, N. H.	82	3,068,400	406,288	3,068,400	365,850	186,964	4	45	—	—	—	—	—	—	—	—	—
Conn't & Passumps. Riv.	16	1,000,000	800,000	1,784,146	177,588	73,401	none	—	—	—	—	—	—	—	—	—	—
Butland & Burlington	117	2,233,376	4,158,369	4,575,398	384,125	77,201	none	—	Vicksb., Shrevep. & Tex.	21	853,766	108,285	992,051	In progr.	—	—	—
Vermont and Canada	47	1,350,000	—	1,350,000	—	—	—	—	East Tennessee and Ga.	111	1,192,974	1,735,669	2,703,428	227,363	104,992	—	—
Vermont Central	118	5,000,000	5,223,209	8,402,056	803,328	153,269	—	—	East Tennessee and V.L.	43	626,075	1,728,684	3,203,185	61,314	39,062	—	—
Boston and Lowell	25	1,830,000	438,920	2,412,251	435,383	171,338	6	89	—	—	—	—	—	—	—	—	—
Boston and Maine	74	4,076,974	—	4,229,281	770,802	305,502	6	9	Nash. and Chattanooga	159	2,263,905	1,632,793	3,896,703	641,552	219,268	—	—
Boston and Providence	48	3,180,000	239,720	3,534,454	584,176	249,194	6	98	Covington & Lexington	98	1,334,850	3,065,917	4,091,604	426,408	220,906	—	—
Boston and Worcester	44	4,500,000	593,974	4,843,779	1,019,149	385,613	6	94 1/2	Lexington and Frankfort	29	430,055	156,899	658,255	95,807	45,712	6	—
Cape Cod	47	613,690	291,007	1,031,625	122,960	39,899	—	—	Lexington and Danvill.	13	694,444	71,000	765,500	In progr.	—	—	—
Connecticut River	50	1,591,110	275,772	1,801,244	267,710	65,096	3	55	Louisville and Frankfort	65	741,069	625,216	1,502,098	245,750	109,059	6	—
Eastern, Mass.	60	2,583,400	2,441,573	5,082,607	616,156	272,470	—	—	Atlantic & Gt. Western	60	806,938	77,494	613,231	In progr.	—	—	—
Fitchburg	67	3,640,000	100,000	3,872,821	668,974	250,833	6	92 1/2	Bellefontaine and Ind.	118	1,874,395	3,153,237	2,998,392	348,352	120,886	none	—
N. Bedford and Taunton	21	500,000	none	511,548	168,925	27,827	6	—	Clev., Col., and Cincin.	141	4,746,2	90,400	4,762,320	1,149,741	511,740	9	94
Old Colf and Fall River	77	3,015,100	260,100	3,862,949	683,357	305,140	6	99	Cleveland and Toledo	200	3,333,712	4,225,558	7,193,016	930,252	433,790	—	31 1/2
Vermont and Mass.	69	2,232,541	1,019,148	3,241,975	240,133	52,267	none	9	Clev. and Mahoning	65	—	628,533	In progr.	—	—	—	
Western, Mass.	155	5,150,000	5,839,000	10,495,905	2,117,982	889,763	8	107	Clev. and Pittsburg	133	2,780,744	3,043,992	5,537,466	681,877	309,518	9 1/2	—
Worcester and Nashua	46	1,141,000	205,565	1,351,271	216,888	82,720	4	46 1/2	Clev., P. & Ashtabula	95	3,000,000	1,495,548	3,955,230	1,251,538	581,454	15	—
Prov'nce and Worcester	43	1,510,020	300,000	1,781,018	344,773	155,044	7	84 1/2	Cin., Hamilt. & Dayton	60	2,155,800	1,526,092	3,130,318	487,421	280,763	48	—
Hartford and N. Haven	72	2,380,000	944,000	3,329,602	769,065	340,835	10	1 1/2	Cin., Wilm. & Zanesv.	131	2,421,176	3,782,042	5,698,210	223,508	30,288	—	—
Har'd, Prov. and Fishkill	122	1,936,246	2,124,000	4,205,656	273,428	112,325	none	—	Columbus and Xem'a	55	1,490,450	149,000	1,582,475	403,212	181,688	10	—
Housatonic	74	2,000,000	423,685	2,438,947	318,475	109,344	none	—	Sandusky, Dayton & Cincin.	63	437,838	422,658	868,496	In progr.	—	—	—
Saugatuck	57	1,031,800	524,244	1,580,723	237,416	114,237	—	—	Dayton and Michigan	140	1,076,602	393,011	1,185,820	In progr.	—	—	—
N. York and N. Haven	62	2,980,836	2,324,200	6,253,266	1,157,056	254,569	3	40	Dayton and Western	35	310,000	700,481	1,035,173	125,940	82,253	—	—
N. Haven and N. London	50	738,268	761,462	1,450,318	88,007	30,318	none	—	Eaton and Hamilton	42	469,763	832,869	1,170,163	140,936	50,008	—	—
N. London, W. & Palmer	66	610,500	1,024,000	1,603,230	120,571	51,544	none	—	Little Miami	66	2,981,232	1,266,000	3,925,157	775,442	290,123	10	81
Norwich and Worcester	66	2,122,300	724,183	2,589,071	265,417	44,547	—	—	Sandusky, Dayton & Cincin.	171	2,637,090	3,368,000	6,065,090	682,614	—	—	—
Albany Northern	32	433,005	1,625,000	1,840,988	117,716	9,904	—	—	Central Ohio	138	1,427,917	6,228,050	6,498,822	570,092	164,957	none	—
Black River and Utica	35	643,330	317,354	974,323	In progr.	—	—	—	Pittsb. Ft. Wayne & Chicago	123	6,247,040	9,822,550	14,279,704	1,546,359	577,787	20	—
Buffalo, Corn. and N. Y.	100	1,487,371	1,501,183	2,819,086	172,476	66,333	none	—	Pittsb. Mayas'v & Cin.	50	371,350	31,000	390,933	In progr.	—	—	—
Buffalo and N. Y. City	92	798,439	2,557,849	3,401,888	288,392	31,896	—	—	Sand'y, Mansf. & New'k	127	1,350,000	2,206,357	3,552,357	328,958	164,479	none	—
Buffalo and St. Line	69	1,300,000	1,040,000	2,494,364	679,750	356,763	10	—	Scioto & Hocking Valley	56	403,975	509,050	888,865	In progr.	—	—	—
Canandaigua and Elmira	47	434,111	922,393	1,275,796	174,089	69,566	—	Springt. Mt. Vernon & P.	113	1,000,000	950,000	In progr.	—	—	—	—	
Canandaigua & Niagara F's	98	3,150,000	2,279,504	3,495,326	1,187,659	353,482	—	—	Tol. Wabash & St. Louis	242	2,965,100	7,577,500	10,542,600	Recently opened.	—	—	—
Oneida, Cayuga & Susquehanna	35	687,000	—	—	—	—	—	—	Cin., Log., and Chicago	255	4,196,679	1,006,125	2,080,433	In progr.	—	—	—
Hudson River	144	3,758,466	9,250,360	12,737,898	1,902,828	688,880	—	—	Evan'sv & Crawfordsv.	109	983,061	1,270,872	2,158,713	249,868	124,149	—	—
Long Island	95	9,000,000	647,193	2,555,986	325,1	56,186	none	—	Ind. and Cincinnati	88	1,686,809	1,564,584	3,029,986	491,743	245,622	7	—
New York Central	566	24,136,661	14,607,510	30,151,815	8,027,251	3,573,728	8	8 1/2	Indiana Central	66	612,350	1,261,179	1,909,911	38,189	204,685	—	—
New York and Erie	64	11,000,000	28,081,468	34,469,324	5742,607	1,454,032	none	—	Ind., Clev. & Pittsburg	83	835,791	1,97,694	4,394,242	253,19	85,248	none	—
New York and Harlem	133	6,717,100	4,822,488	8,753,203	1,040,393	324,891	none	—	Jeffersonville	66	1,014,252	649,004	1,839,576	774,442	94,318	none	—
Northern, N. Y.	118	1,683,022	4,400,874	5,470,714	520,153	135,754	—	—	Madison and Indianapolis	87	1,647,700	1,336,812	1,205,000	260,214	118,628	none	—
Oswego and Syracuse	35	303,130	213,026	75,203	149,373	78,754	8	—	New Albany and Salem	288	2,535,121	521,288	6,643,189	645,827	371,402	none	—
Potowm. and Delaware	64	1,000,000	1,619,000	3,640,000	219,253	52,450	—	—	Peru and Indianapolis	73	—	858,314	—	150,000	90,000	none	
Cumberland and Atlantic	94	3,000,000	11,407,200	8,794,096	1,640,787	694,114	12	17	Terre Haute and Ind.	73	1,361,450	250,125	1,585,804	481,272	206,079	10	—
Del. Lack. & Western	20	3,242,772	6,194,561	8,013,761	816,768	41,139	6	40	Chicago and Rock Isl'd	182	5,248,000	1,734,318	6,628,272	1,886,196	850,039	61 1/2	—
Erie and North East	20	300,000	150,000	750,000	—	—	—	—	Chicago, Burl. and Quincy	210	4,641,540	3,852,970	8,042,428	1,505,167	81,767	54	—
Phil. Germ. & Norrist'n	32	600,000	1,200,000	1,343,812	89,636	53,335	—	—	Detroit and Milwaukee	178	2,300,000						

Railroad Bonds.

NAMES OF COMPANIES. (The following quotations are as- suming interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest pay- able.	Where payable.	Offered.		Asked
						Due.	Offered.	
Alabama and Tennessee River	\$338,000	1st mortgage, convertible	7	1st Jan, 1st July	N.Y.	1872	85	
Do.	500,000	Do. inconvertible	7	April, October	"	1866	92 1/2	96
Do.	600,000	Do. convertible	7	Jan'y, July	"	1866	85	
Bellefontaine and Indiana	200,000	Real estate, convertible	7	Jan'y, July	"	1858	—	—
Do.	200,000	Income, guar. Cl. Col. & Cin.	7	Feb'y, August	"	1859	—	—
Central Ohio	1,250,000	1st mort. conv. east. sec.	7	Divers	"	1861-64	60	70
Do.	800,000	2d do. inconvertible	7	March, Sept.	"	1865	0	55
Cincinnati, Hamilton, and Dayton	500,000	1st mortgage inconvertible	7	20. Jan, 20. July	"	1867	82	88
Do.	485,000	2d do. do.	7	May, Novemb.	"	1880	72 1/2	75
Cincinnati and Marietta	2,500,000	1st mortgage, conv. till 1862	7	Jan'y, July	"	1868	—	—
Cincinnati, Wilmington, and Zanesville	1,300,000	Do. convertible	7	May, Novemb.	"	1862	—	—
Cleveland, Painesville, and Ashtabula	567,000	Do. inconvertible	7	Feb'y, August	"	1861	94	96
Cleveland and Pittsburgh	800,000	Do. convertible	7	Feb'y, August	"	1860	65	75
Do.	1,200,000	Do. on Branches	7	March, Sept.	"	1873	52	55
Cleveland and Toledo	525,000	Do. inconvertible	7	Feb'y, August	"	1863	77	82 1/2
Chicago and Mississippi	800,000	Do. conv. till 1857	7	April, October	"	1862-72	—	60
Do.	1,200,000	Do. inconvertible	7	April, October	"	1862-72	—	60
Covington and Lexington	400,000	Do. do.	7	March, Sept.	"	1883	40	47 1/2
Do.	1,000,000	2d mortgage, convertible	7	April, October	"	1875	81	82
Delaware, Lackawanna, and Western	1,500,000	1st mortgage, do.	7	March, Sept.	"	1891	77	78
Florida, Franklin	1,500,000	Do. not convertible	7	Jan'y, July	"	1873	72 1/2	73
Fort Wayne and Chicago	1,250,000	Do. conv. till 1863	7	Feb'y, August	"	1863	96 1/2	97 1/2
Gaiena and Chicago	2,000,000	Do. inconvertible	7	May, Novemb.	"	1875	90 1/2	90 1/2
Great Western (Illinois)	1,000,000	2d mortgage, do.	10	April, October	"	1868	—	—
Green Bay, Milwaukee, and Chicago	400,000	Do. convertible	7	10. April, 10. Oct.	"	1863	87 1/2	93
Jeffersonville	300,000	Do. 2d sec. inconv.	7	April, October	"	1873	—	—
Indianapolis and Bellefontaine	600,000	Do. convertible	7	May, Novemb.	"	1866	—	85
Indianapolis & Cin'ti (for Lawb. & U. M.)	450,000	Do. do.	7	Jan'y, July	"	1860-61	65	82 1/2
La Crosse and Milwaukee	500,000	Do. conv. till 1857	7	March, Sept.	"	1866	75	82 1/2
Lake Erie, Wabash, and St. Louis	3,400,000	1st mort. 1st sec. conv. till 1864	7	May, Novemb.	"	1874	75	85
Little Miami	1,500,000	1st mortgage, conv. till 1859	7	Feb'y, August	"	1865	73	76
Michigan Central	1,000,000	No mortgage, convertible	7	2. May, 2. Nov.	"	1883	81 1/2	82 1/2
Do.	600,000	Do. do.	8	April, October	Bost.	1860	96 1/2	95
Milwaukee and Mississippi	600,000	1st mort. 1st sec. conv. till 1857	8	March, Sept.	"	1869	92	94
Do.	650,000	Do. 2d do.	8	Jan'y, July	N.Y.	1862	70	80
Do.	1,250,000	Do. 3d do.	8	April, October	"	1863	70	77 1/2
New Albany and Salem	500,000	Do. 1st section	10	June, Decemb.	"	1877	75	78
Northern Cross	1,200,000	1st mortgage, convertible	8	10. April, 10. Oct.	"	1858-62	—	—
Ohio and Indiana	1,000,000	Do. do.	8	Jan'y, July	"	1873	—	75
Ohio and Pennsylvania	1,750,000	Do. do.	7	Feb'y, August	"	1887	—	85
Pennsylvania (Central)	2,000,000	Income, convertible	7	Jan'y, July	"	1865-66	—	75
Racine and Mississippi	500,000	1st mortgage, conv. till 1860	6	Jan'y, July	Phila.	1890	101 1/2	102
Scioto and Hocking Valley	630,000	Do. conv., sink'g f'd	8	Feb'y, August	N.Y.	1875	—	75
Steubenville and Indiana	300,000	Do. 1st sec. conv.	7	May, Novemb.	"	1861	—	—
Terre Haute and Indianapolis	1,500,000	Do. convertible	7	Jan'y, July	"	1865	—	—
Terre Haute and Alton	600,000	Do. do.	7	March, Sept.	"	1866	—	—
Do.	1,000,000	Do. do.	7	Feb'y, August	"	1862-772	65	70

NAMES OF COMPANIES. (The following quotations include the accrued interest.)	Amount of Loan.	Description of Bonds.	Rate Int.	Interest pay- able.	Where payable.	Offered.		Asked
						Due.	Offered.	
Baltimore and Ohio	1,128,500	Mortgage	6	Jan'y, July	Balt.	1875	89 1/2	89
Chicago and Rock Island	2,000,000	1st mortgage, conv. till 1858	7	10. Jan, 10. July	N.Y.	1870	96	97 1/2
Erie Railroad	3,000,000	1st mortgage	7	May, Novemb.	"	1867	95	97
Do.	4,000,000	2d mortgage, convertible	7	March, Sept.	"	1859	84	85
Do.	6,000,000	3d mortgage	7	March, Sept.	"	1883	76 1/2	79 1/2
Do.	6,000,000	4th mortgage not convertible	7	April, October	"	1880	60	62
Do.	4,000,000	Not conv. Sink Fund, \$420,000	7	Feb'y, August	"	1875	41 1/2	42
Do.	4,351,000	Convertible Inscription	7	Feb'y, August	"	1871	41	41 1/2
Hudson River	4,000,000	Convertible	7	Jan'y, July	"	1862	41	41 1/2
Do.	2,000,000	1st mortgage, Inscription	7	Feb'y, August	"	1869-70	102 1/2	103
Do.	3,000,000	2d do. do.	7	10. June, 16. Dec	"	1860	94 1/2	95 1/2
Illinois Central	3,000,000	3d do. convertible	7	May, Novemb.	"	1870	73	74
Michigan Southern	3,000,000	Mortgage, convertible	7	April, October	"	1875	93 1/2	93 1/2
New York and Harlem	1,800,000	Do. do.	7	May, Novemb.	"	1860	90 1/2	91 1/2
New York and New Haven	750,000	No mortgage, do.	7	June, Decemb.	"	1860	85 1/2	87
New Haven and Hartford	1,000,000	1st mortgage, do.	6	Jan'y, July	"	1861-72	88 1/2	89
Northern Indiana	1,000,000	Do. do.	7	Feb'y, August	"	1873	90	94
Do. Goshen Branch	1,500,000	Do. do.	7	Feb'y, August	"	1861	85 1/2	87
New York Central	8,287,000	No mortgage, do.	6	May, Novemb.	"	1868	74 1/2	76
Panama, 1st issue	3,000,000	No m'ge conv. from June 57-59	7	15. June, 15. Dec	"	1883	90	90 1/2
Do. 2d do.	1,478,000	Convertible till 1856	7	Jan'y, July	"	1864	104 1/2	105
Reading	1,573,000	Mortgage, inconvertible	6	Jan'y, July	Phila.	1860	115	—
Do.	1,300,000	Do. convertible	6	Jan'y, July	"	1870	82 1/2	83 1/2
Do.	3,469,000	Do. inconvertible	6	April, October	"	1886	73 1/2	73 1/2

CITY SECURITIES.				Int'st payable.	Off'd	Ask'd	CITY SECURITIES		
New York, 5 per cent.	1858-60	May,	97	99	Divers	50	70		
Do. 5 do.	1870-75	August, 103 1/2	93	95	Do.	72	77 1/2		
Do. 6 do.	1883	November, 90	94	95	Jan'y, July	85	99		
Do. 6 do.	1890-98	Pittsburgh, 6 per cent.	103 1/2	104 1/2	Philadelphia, 6 per cent.	52	55	102 1/2	102 1/2
Albany, 6 per cent.	1871-81 X	Feb'y, August	10	10 1/2	Do. 1876-98	62 1/2	65	65	65
Alleghany, 6 per cent.	1871-81 X	Jan'y, July	55	70	Quincy, 8 per cent.	1888 X	1888 X	1888 X	1888 X
Baltimore, 6 per cent.	1879-90	Quarterly	97	99 1/2	Racine, 7 per cent.	1873 X	1873 X	1873 X	1873 X
Boston, 5 per cent.	1879-90	April October	99 1/2	100 1/2	Rochester, 6 per cent.	1871 X	1871 X	1871 X	1871 X
Brooklyn, 6 per cent.	Long X	Jan'y, July	101 1/2	102	St. Louis, 6 per cent.	1870 X	1870 X	1870 X	1870 X
Cleveland, 7 per cent.	W.W. 1879 X	Do. do	100	101	Municipal	Do.	87 1/2	90	90
Cincinnati, 6 per cent.	1879-90	Divers	80	82 1/2	Sacramento, 10 p.c. 1869-74 X	Do.	37	45	45
Chicago, 6 per cent.	1873-77 X	Jan'y, July	66 1/2	67 1/2	San Francisco, 7 p.c. 1866-68 X	Do.	87	90	90
Do. 7 per cent.	1880 X	Jan'y, July	98	99 1/2	Do. 10 p. c. 1871-77 X	Do. do.	56	60	60
Detroit, 7 per cent.	WW. 1873-75 X	Feb'y, August	100	102	Do. 6 per cent. 1870-74 X	Do. do.	56	60	60
Dubuque, 8 per cent.	Long X	March, Sept.	100	102	Do. 6 per cent. 1875-79 X	Do. do.	56	60	60
Jersey City, 6 per cent.	WW. 1877 X	Jan'y, July	99	100	Wheeler, 6 per cent. 1870-74 X	Do. do.	56	60	60
Louisville, 6 per cent.	1880-82 X	Divers	70	72 1/2	Do. 6 p.c. 1874-78 X	Do. do.	56	60	60
Memphis, 5 per cent.	1882 X	Jan'y, July	64	65	Zanesville, 7 do. do.	1874-78 X	51 1/2	51 1/2	51 1/2

Cincinnati Stock Sales.

By KIRK & CHEEVER.

For the week ending November 28, 1858.

BONDS.	Per cent.
Little Miami, 1st Mort.	6s—81
Covington and Lexington, 1st Mortgage	6s—60
Do. do. 2d do.	7s—48
Ohio & Miss. E. D. Construction	7s—20
Cinc., Ham. and Dayton, 1st Mortgage	7s—88
Do. do. 2d do.	7s—72 1/2
Indiana & Cincinnati	7s—71
Cincinnati, Hamilton & Dayton	50
Columbus and Xenia	80
Indianapolis & Cincinnati	45
Little Miami	61
Ohio and Mississippi (E. D.)	4

Commerce of Porto Rico.

The official reports of the Commerce of Porto Rico contain the following items for 1857:

Importation	.....	\$7,999,005	85
Exports	.....	4,429,349	77

Excess of imports \$3,569,656 08

The imports exceed those of 1856 in

the sum of \$1,427,846 22

The exports less than those of 1856

in the sum of 942,454 13

Commercial movement of 1857 over

1856 \$485,382 08

The arrivals of vessels in 1857 were 1,454—more than in 1856 by 79, and the tonnage of 1857, with less number of vessels, 184,526 tons—exceeding 1857 by 7,605 tons. Duties derived

material structure itself is advancing with sure and reasonable progress.

American Railroad Journal.

Saturday, December 4, 1858.

Pacific Railroad.

Most questions find their solution in a manner far different from the one usually anticipated or predicted. That of the Pacific Railroad is likely not to prove an exception to the general rule. The discoveries of gold, both on the Pacific in the British possessions, and on the eastern slope of the Rocky Mountains in our own, will lead to a most thorough examination of the whole belt of country through which any route is proposed. Such an examination could hardly have been made except from the stimulus imparted by these discoveries. They will lead to careful explorations of every portion of the interior of this continent, the topography of which will soon be as well known to us as that of the Eastern States.

Another more decided gain will be the occupation of the interior wherever gold is found, affording thereby means for the construction of a railroad, and business for its support. Should the present reports of discoveries at the head of the Platte be fully verified, we should not be surprised to see these *placers* occupied in a few years by 100,000 people. Such a population, exclusively mining in its character, would give as much business to a railroad as five times the number in the old States. Should a new California spring up at the Eastern base of the Rocky Mountains, it would not be long before it would be reached by the railroads which already extend to the western boundary of the State of Missouri.

It is almost impossible to construct railroads in any part of the country, in advance of settlements. It is well known that there is a wide belt of sterile plains following the eastern slope of the Rocky Mountains, which can never serve any other agricultural purpose than grazing. In the mountains there is probably sufficient rain fall for most kinds of crops. If not, the numerous streams will give abundant means of irrigating a sufficient area for the support of a large population. The Mormons do not attempt to raise anything except by irrigation. The great drawback to a people so situated is the want of markets. Could these be created by the discovery of gold mines, there is nothing to prevent the existence of populous and wealthy communities in the very heart of the continent, which has hitherto been regarded as inaccessible and worthless, and as an inconvenient and wide spread waste, separating us from our Pacific possessions. It now seems probable that every portion of the continent has its comparative advantages, and that the interior, which is so far removed from the seacoast as to destroy all value for the products of agriculture for exportation, may be filled with the precious metals, the production of which will create domestic markets, and give employment to every variety of industry, the commercial value of which is represented by metals that will wear at a very slight relative expense. We appear to be approaching another era in the history of the country, similar to that which marked the discovery of gold in California. The new discoveries bid fair to make us acquainted

with, and to fill up every unoccupied portion of our wide domain.

(For the American Railroad Journal.) Lake Ontario and Its Outlets.

The tendency of the commerce of the interior of the country to seek Lake Ontario on its way to market, is well established by the experience of years. This tendency proves the Lake to be a portion of the cheapest and best route to the seaboard. It lies nearly 150 miles nearer to it than Lake Erie. A much greater saving in cost of transportation than in distance will be effected, as property can be moved on the Lake at about one-fourth the cost of transportation on the canal. Another advantage is the alternative presented of markets, either of the United States through the canals, or England through the St. Lawrence.

The commerce falling upon the Lake, at the present time, is not only immense but is yearly and rapidly increasing by the extensions of western settlements and the construction of new lines of public works both in the United States and Canada. These works are likely to receive a powerful impulse in consequence of the attention which is being given to the subject of a *Pacific* railroad in England and Canada. The public works of the latter, in which immense sums have been expended, are, by other lines, being pushed westward for the purpose of intercepting and drawing to them the western trade. The Great Western Railway of Canada has been instrumental in pushing the Detroit and Milwaukee railroad to Lake Michigan, opposite the last named city. The Grand Trunk Railway is pushing forward in the same direction and will soon have its road completed to Sarnia, where it will connect with a railroad extending about 100 miles through Michigan to a junction with the Detroit and Milwaukee line. The business developed by these lines will be concentrated upon Lake Ontario. This will be largely increased by the road just completed from Lake Erie to Lake Ontario by the side of the Welland Canal.

Lake Ontario stands in equally favorable relations to the great Northern Pacific railroad, whether constructed through American or British territory. Measures are now in progress which will speedily carry a line of railway from Milwaukee to the Red River of the North, by which an immense area in the interior of the continent will be open to settlement. It now seems probable that this great work will be undertaken by the British Government for the purpose of opening a communication through their own territory with the Pacific coast, and with China and Japan, the commercial importance of which has, within a few months past, been so greatly augmented. The disposition to undertake this work will be greatly strengthened by the vast amount of British capital already invested in the public works of Canada, amounting to some \$60 or \$70,000,000.

The commerce of the Lakes in 1841 amounted to \$65,000,000—in 1856 it reached \$608,310,320! Our trade with Canada in 1848 amounted to \$1,627,276—in 1856, \$38,370,438. The value of the trade of Oswego alone, in that year, amounted to \$146,235,000. The seven North-western States contain an area of 343,244,169 acres. Of improved lands in 1855, 32,643,567 acres, which exceeds in amount the number of acres of improved land in Great Britain.

Let us now look at the principal channels leading from Lake Ontario and the river St. Lawrence to tide-water, and the intelligent reader may form a pretty correct opinion, as to the direction the freight from the great North-west is likely to take.

1. *Grand Trunk*, of Canada, *Railway*, Toronto to Portland 625
2. *Northern Railway*, Ogdensburg to Boston, by rail 392
Lake navigation from the head of Lake Ontario 250
3. *Watertown and Rome Railroad*, Cape Vincent to New York, by rail 358
Lake and river from the head of the Lake to Cape Vincent 238
No harbor, but steamboat landing and wharves on the river for the transhipment of freight. This road strikes the canal at Rome, 97 miles from Cape Vincent.
5. *Oswego to New York*, by rail 335
The harbor is of somewhat limited capacity, and the railroad terminus is some distance from the water on a high grade, which makes it not very available for Lake freight, but the Oswego Canal forms a very important channel for the conveyance of freight to tide-water. Lake navigation from the head of the lake 174
6. *Lake Ontario, Auburn and New York Railroad*, in course of construction. Terminus at Fair Haven, Little Sodus Bay, 14 miles west of Oswego; commands one of the finest harbors on the Lake—distance to New York, by rail. 322
Lake navigation from the head of the lake. 160
Strikes the State Canal at Weedsport, 167 miles east of Buffalo.
Fair Haven to Boston, by rail 391
" " to Philadelphia 322
7. *Sodus Point and Southern Railroad*, in course of construction. Terminus at Great Sodus Bay, 26 miles west of Oswego; the largest harbor on the lake—distance to New York, by rail 363
To Philadelphia via Williamsport 365
Strikes the State Canal at Lyons, about 144 miles east of Buffalo
8. *Rochester to New York*, by rail, via Central Railroad 381
The distance from Buffalo to New York, by Central Railroad, is 450
And from Dunkirk, by New York and Erie Railroad. 460

The State Canals, wherever they can be reached, must, to the extent of their capacity for carrying freight, prove a favorite and economical channel, especially for the conveyance of heavy freight, unless some unforeseen difficulties, not now anticipated, should interfere with the successful application of steam power.

Pacific, Mo., Railroad.

The following is a statement of the comparative earnings of the Pacific Railroad, from March to October, 1857 and 1858.

	1857.	1858.
Passengers	\$261,998 78	\$197,572 85
Freight	166,392 50	199,962 66
Mails	9,114 57	11,158 33

Total \$437,505 85 \$408,693 84

Comparative earnings for the month of October:

	1857.	1858.
Passengers	\$43,896 97	\$38,657 24
Freight	23,784 83	26,638 80
Mails	1,302 08	2,037 50

Total \$68,983 88 \$67,333 54

The falling off has been on passengers—the emigration being less than at any former period,

Statistics of English Railways.

We give elsewhere tables of statistics (to be continued) from the Report of Capt. DOUGLAS GALTON, R. E., Secretary to the Railway Department of the Board of Trade. In our next we shall endeavor to make some appropriate comments upon them in comparison with our own lines.

Important Decision in Regard to Swamp Land Grants.

Attorney General Black, at the request of the Secretary of the Interior, has decided that the swamp land grant made to Arkansas by the act of September 28, 1850, establishes the right of the State to all swamp lands within its limits; and that the vesting of the title was completed by the act, though patents had not been issued, and that the subsequent grant, by act of February 9, 1853, for railroad purposes, so far as it interfered with swamp land grants, is invalid. In other words, he holds that the railroad grant is not good on any swamp land grant; a most important decision.

Galvanized Iron.

This article is now extensively used in the form of sheets for roofing and other purposes. Also, wire, gas and water tubing, spikes, nails, etc. It is well known that this valuable process renders all articles of iron non-corrosive or rust-proof. Its use, therefore, is almost indispensable, in applications of iron exposed to the atmosphere. It is, therefore, a substitute for copper and other expensive metals, and at a far less cost, giving at the same time greater strength and equal durability. Its economy, therefore, recommends its use to all of those working in metals.

The attention of our readers is invited to the advertisement of Messrs. MARSHALL LEFFERTS & BROTHER, of this city, who are the oldest manufacturers in the United States, working under the patents of the original inventors.

Statistics of Arkansas.

The aggregate population of the fifty-three counties, on the first day of January, 1858, was 325,429, of which 131,197 were free white males; 113,113 free white females; 80,385 slaves, and 734 free persons of color. The lands cultivated in the year 1857 were 317,680 acres in cotton, and the production 172,692 bales; 970,354 acres in grain, and the production 16,880,952 bushels of corn, 1,139,096 bushels of wheat, and 2,035,730 bushels of oats. By the Auditor's report, it appears that there were in the State of Arkansas, for the year 1858, besides other property, 60,249 slaves, 360 saw-mills, 104 tan-yards, 56 distilleries, 2,212 pleasure carriages, 64,198 horses, 23,103 mules, 1,001 jacks and jennies, 191,692 neat cattle, \$1,841,802 in goods, wares and merchandise, \$1,086,055 money loaned at interest, \$49,669 invested in steamboats, \$220,177 in gold watches and jewelry, \$60,044 invested in manufactories; and that the total value of the property taxed in the State, for the year 1858, is \$99,872,218.

The increase of the taxable property of this State, for the four years, from 1852 to 1856, was \$27,857,965; and during the last two years, the increase of the taxable property of the State has been \$29,115,203—demonstrating that the taxable property of the State has increased, during the last six years, \$57,973,168; and that more than half of that increase was during the last two years. The whole value of property taxed in the State,

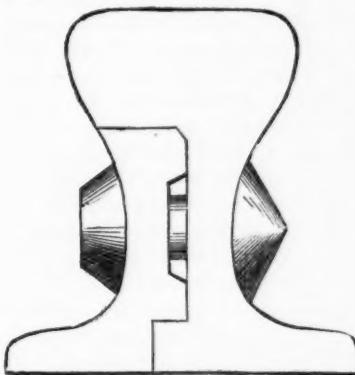
for the year 1852, was \$42,900,080; being \$14,073,088, less than half of what it amounts to for the year 1858.

Delaware and Maryland Railroad.

The survey of this road shows the distance from the present terminus of the Delaware Road, at Seaford, Del., to the depot at Salisbury, Md., to be a little over nineteen miles—thirteen in Delaware and six in Maryland. The construction is easy to a very uncommon and remarkable degree. Mr. Sewell, the engineer of the Delaware Railroad, thinks that the Delaware and Eastern Shore Railroads can be opened for freight and passenger business for \$200,000—\$135,000 in Delaware, and \$65,000 in Maryland, not including land damages.

Compound Rail for Railroads.

We gave last week a brief description of an improved compound rail now in use upon the New York Central Railroad. The pattern which the company are now having rolled is a little different from that given last week. Below is a section view of it.



It will be seen that this pattern of rail is very nearly as strong as the ordinary rail. By breaking joints, it is very nearly equivalent to a continuous bar. It has, as before stated, been in successful use for a sufficient time to test its qualities, and to justify the company in making renewals from it. It is being rolled at the mills of Messrs. Corning & Winslow, at Troy.

St. Louis and Iron Mountain Railroad.

The following is a statement of the earnings of this road for seven months ending Oct. 31, 1858:

	Passengers.	Freight.	Mails.	Total.
April ..	\$6,839.75	\$7,083.03	\$362.92	\$14,285.70
May ..	8,640.80	9,321.78	362.92	18,325.50
June ..	7,184.00	9,816.10	362.91	17,363.01
July ..	8,552.25	7,918.55	725.84	17,196.64
August ..	8,456.90	8,480.91	723.83	17,663.64
Sept ..	8,375.60	10,017.38	725.83	19,118.81
Oct ..	12,036.20	6,937.85	725.83	19,699.88
				\$123,653.18

The road was opened the entire length, eighty-six and a half miles, on the 12th of April.

Mississippi Central Railroad.

The following is a statement of the workings of this road for the month of October:

Number of bales of cotton shipped from Water Valley, 1,179; Springdale, 130; Yocona, 187; Oxford, 1,194; Abbeville, 681; Waterford, 346; Holly Springs, 3,587; Hudsonville, 276; Lamar, 951—total, 8,561. Pounds of freight carried north, 4,941,763; do. south, 1,516,890—total, 6,458,653. Passengers carried north, 1,934; do. south, 2,444—total, 4,378. The gross earnings of the road for the month were \$18,156.48.

Railroad Earnings.

The following is a statement of the earnings of the New York Central Railroad, for the month of October, 1858, compared with the earnings for the corresponding month of the previous year:

1858	\$657,727	51
1857	647,286	23

Increase \$10,441 28

The receipts of the Grand Trunk Railway of Canada for the week ending November 30th, were \$50,110 34
Week ending November 21, 1857 48,855 01

Increase \$1,255 33
Total traffic from July 1st \$922,349 97
Same period last year 979,186 64

Decrease \$56,836 67

Intercolonial Railway.

A pamphlet has recently been published in England on this subject, in which the advantages of a railway from the Atlantic to the Pacific, through British territory, are pointed out. The originators of this gigantic scheme appear to have enlisted the sympathies of the Imperial Government, and great as the cost will be, there is no reason to doubt that it will be adopted. The revolt in India, and the recent commercial treaty with China, which must cause a large and lucrative trade to spring up between that vast and important section of the globe and Europe, caused anxious inquiry to be made as to the shortest practicable route to the East. These events, independent of the gold discoveries in the Fraser river region, are of sufficient importance to cause the attention of the people of England to be directed to obtaining the speediest mode of communicating with these distant regions.

Those who have brought the subject of this railway prominently before the world have succeeded in showing that it is deserving of attentive consideration on several grounds. In the first place, it is the shortest route to the Pacific; secondly, it passes through British territory; and thirdly, it will place the trade of the East in the hands of Great Britain.

The pamphlet gives the distances from England to the various ports as follows:

	Miles.
Liverpool to Halifax	2,466
Halifax to Fort William on Lake Superior	1,484
Lake Superior to Fucas Straits opposite Vancouver's Island	1,700

5,650

The following table will show the comparative advantages of the several routes:

	Miles.	Miles.
From Liverpool to Panama is	4,100	
“ Panama to Shanghai	9,800	
		13,900
From Liverpool to Halifax is	2,466	
“ Halifax to Fucas Straits	3,184	
“ Fucas Straits to Shanghai	5,800	
		11,450

Difference in favor of the route through Canada

2,450

From Panama to Japan is	8,600
“ “ Canton	10,000
“ “ Singapore	10,800
“ “ Sandwich Islands	4,700
“ “ Sydney	8,200
“ Fucas Straits to Japan	4,400
“ “ Canton	6,900
“ “ Singapore	8,200
“ “ Sandwich Islands	2,370
“ “ Sydney	7,280

Journal of Railroad Law.**THE ROCK ISLAND BRIDGE CASE.**

This case is exciting no little interest, particularly in the Western States and those bordering on the Mississippi, and now that a preliminary adjudication has been reached in the progress of its trial, it may be well to lay a brief history of it before our readers.

The Rock Island Bridge is built across the Mississippi at the island which gives it its name, from the city of Rock Island, in the State of Illinois, to the city of Davenport, in the State of Iowa. It was erected under the authority of an Act passed by the General Assembly of Illinois, January 7, 1853. One of the clauses of this Act required, however, that the bridge should be constructed in such a manner as not to materially obstruct or interfere with the free navigation of said river. The erection of the structure was commenced at once, but no less immediate was the opposition which was raised against the work; and the matter quickly became a nest of litigation from which the unfortunate fledgling has not yet been able to escape.

First, by the direction of the Secretary of War, when the work was scarcely entered upon, the United States District Attorney applied for an injunction against the company, to prevent their crossing Rock Island, on the ground that the island belonged to the general government, and was held as a military reservation. In the course of the trial the question as to whether the bridge would be a material obstruction to the navigation of the river was argued, and some testimony taken upon the subject. Judge McLEAN, then presiding, in refusing the injunction, said that the testimony was very contradictory, but he thought, from the concurrent views of the witnesses who testified as to the locality and construction of the bridge, that there would be but little or no delay or hazard in passing the draws. If any injury should result to boats from any want of attention by the bridge company, or the structure of the draw, they being managed with reasonable care, an action at law might be resorted to, as in other cases of injury.

Early in January, 1858, the House of Representatives referred to the Committee on Commerce the inquiry whether the bridge was a serious obstruction to the navigation of the Mississippi, and if so, what action, if any, should be taken on the part of the government for its removal. The report of the Committee which was made April 15th, by the Hon. E. B. Washburne, Chairman, shows that the matter was thoroughly and carefully investigated. In referring to the case before Judge McLEAN, above quoted, the Committee say that they are "satisfied that this bridge was not built at all according to the plans produced before the Court at that time;" but in a manner calculated much more to endanger passing vessels. The committee base their report chiefly upon the testimony given in the case of the "Effie Afton," which was wrecked in passing through the draw in May, 1856. The report also shows that twenty-three boats, besides the Afton, have been wrecked or damaged at that point; and whether or not the Afton or any of the other vessels were unskillfully navigated at the time, the fact of so frequent losses indicates conclusively that the utmost care and skill cannot always avail to escape the danger.—The report concludes, from the evidence presented

before the committee, "that the bridge, as at present constructed, is a material and dangerous obstruction to the navigation of the Mississippi river," but it is the belief of the committee that the Courts have full and complete power to remedy any evil that may exist in that regard. At present they are disinclined to recommend any action by Congress in the premises; but whether at some future time it may not be expedient to direct the proper law officers of the government to proceed against the bridge, this committee will not now undertake to determine."

The Effie Afton case, the first suit brought against the bridge company for damages to a steamboat, was tried at Chicago, in September, 1857. The steamer Effie Afton was a new boat, built at Cincinnati, and, at the time of the accident, was ascending the river for the first time, having a valuable cargo and a large number of passengers on board. The evidence showed that she was worth from \$50,000 to \$60,000, and that her insurance, which was against fire only, was to the amount of but \$20,000. She had in her trip round from Cincinnati proved herself fleet and easily handled, and her owners claimed that at the time of the disaster she was well found and manned and skillfully navigated. This last was sought to be controverted by the defence. The evidence showed that the boat, in endeavoring to pass the draw, struck the pier, and was careened over. The stoves upon the boat were unshipped and overturned by the collision, and in fifteen or twenty minutes from the time she struck she was all on fire. The defence offered evidence to show the facility and safety with which vessels usually passed the bridge, and to prove mismanagement on the part of the Afton. The jury could not agree and were discharged.

These investigations finally led to the suit now in progress, which has for its object the utter abatement and removal of the bridge, as a nuisance. The action was brought in the United States District Court, district of Iowa, by James Ward, a citizen of Missouri, and largely interested in steam navigation upon the Mississippi, against the Mississippi and Missouri Railroad Company, who occupy the bridge for the passage of their trains across the river. The bill, besides demanding the removal of the bridge, prays for an injunction against the company to prevent their making repairs thereon before the suit shall be decided. The bearing upon this preliminary injunction came before the court, Hon. Judge LORE presiding, on the 19th of August last. The pleadings and testimony read upon the trial fill a closely printed pamphlet of over sixty pages. The bill premises the right of the complainant, and of the citizens of the United States generally, to the free and unobstructed use of the Mississippi river for purposes of navigation, and sets forth in detail the injuries which have been done to complainant, by reason of the existence of the bridge in question. Particularly, injuries occurring to the steamboats Conewago and Pembinaw, of which Ward was part owner, in being driven by the force of the current against the piers of the bridge, while endeavoring to pass the draw. Further, that in consequence of the dangers to vessels in passing the bridge, the complainant, in common with other persons, is charged and compelled to pay largely increased insurance premiums upon his boats and

cargoes; and with some Insurance Companies is unable to effect insurance for any terms, against the perils of passing the same.

The answer denies generally the perils to navigation alleged in the bill; asserts that the spans are wide enough, and the piers not in the way; that the circular stone pier, (which is in the center of the main channel) is parallel with the current, and that its extensions, which constitute the long pier, are at an angle of only twelve degrees to the current, and that the effect of that angle is rather to improve than to impede the navigation; and that no boats have ever been injured in passing through the draw except through gross carelessness and incompetence. As a technical ground of defence, the answer further asserts "that on the 11th day of June, 1855, the said Railroad Bridge Company, with the assent of the defendant, conveyed by deed of trust or mortgage to Azariah C. Flagg, of the City of New York, the said railroad bridge and its appurtenances, to secure the payment of four hundred bonds of \$1,000 each, made and issued by said Railroad Bridge Company for the construction of said bridge;" and this deed of trust or mortgage having been duly recorded, and still outstanding and in full force, a decree abating the bridge would entirely destroy the interest held by Flagg under such mortgage; and, therefore, the bill prays that Flagg be made a party to the suit.

On the 19th of October, Judge LORE rendered a decision refusing the injunction prayed for, which, though so far in favor of the defendants, indicates sufficiently what the decision of the court will be when the case is brought before them upon its merits. This decision we shall publish in full next week.

The case of Septimus Crooks et al. creditors of the "Chicago, Alton and St. Louis Railroad Company," vs. the "Chicago, Alton and St. Louis Railroad Company," and the "St. Louis, Alton and Chicago Railroad Company," came up for hearing in the United States District Court in Chicago.—The motion was for a receiver of all the stock, materials, receipts, values and interest of the road, and to take its management out of the hands of President, (Gov. Matteson,) and directors of the company by which it is at present owned. The Court decided adverse to the motion.—*Bloomington Pantagraph.*

At the Court of Common Pleas for Grafton county, N. H., held at Plymouth, judgment was rendered for the defendants in the suits of the Boston, Concord and Montreal Railroad against Warren H. Smith, Joseph A. Gilmore and W. H. Rixford, Sheriff. The suits were to recover \$125,000 damages for attaching the whole rolling stock of the road upon a writ, on the suit of Warren H. Smith against the road, to recover the balance due him for building the road. The Supreme Court decided that the rolling stock, attached by Smith, might be held to satisfy any judgment in the suit.

A decision has been rendered in the Supreme Court of Vermont, of great interest to railroad men and of much practical importance in this vicinity. It was in the case of Jonathan Sturgis and Thomas Douglas, bondholders of the Western Vermont Railroad, against the Troy and Boston Railroad. In January, 1856, the Troy and Boston Railroad leased the Western Vermont Railroad of the bondholders—a road running from Bennington to Rutland. The lease was for ten years, unless a majority of the bondholders should give notice of its termination in one year—in which case it should then expire. Messrs. Sturgis and Douglas, two of the bondholders, residing in New York city, did give

this notice, and an injunction was procured from the Chancellor, restraining the defendants from using the road. The Troy and Boston Railroad appealed to the highest Court in Vermont, which has given a decision in their favor, and doubtless put them in immediate possession of the road.

Virginia Central Railroad.

The gross revenue of this road for the fiscal year just closed was \$585,832 15; expense of administration, including taxes and insurance, \$290,056 03, leaving a net balance of \$295,776 12. With the exception of one and a-half miles near Milborough, of very heavy work, which, for the present, is substituted by a temporary track, and ten miles next to Covington, the road is completed.

A satisfactory adjustment has been made with the Board of Public Works for using the Blue Ridge Tunnel, and for compensating the company for any work they might find necessary for enlarging or otherwise completing it, and several other parts of the Blue Ridge road, which required some additional work. Having received no appropriation from the Legislature last winter, for prosecuting the work or relieving its liabilities, the company has had to rely on its own resources. Under the act of March 15th, 1856, they borrowed the sum of \$50,000. Six hundred thousand dollars of the net revenues of the company, derived mainly from working the road east of Staunton, have been expended on the difficult extension west. The Board commenced on the 1st of July to set apart annually \$20,000 as a sinking fund. The total liabilities of the Company are:

Whole mortgage debts, the last fall-
ing due July 1, 1884. \$1,269,500 00
Dividend bonds due in 1856, 1866
and 1875. 246,866 00
Amount of bonds due to individuals
in small sums, unpaid dividends,
negotiable notes and open ac-
counts, after deducting cash on
hand and other available means.. 128,253 50
Total indebtedness. \$1,644,619 50

Artificial Lake in Virginia.

Mr. Ellett, the engineer, is engaged in a grand scheme for improving the navigation of the Kanawha river, by forming a vast reservoir or mountain lake, to feed that stream during low water.—A correspondent of the Lewisburg (Va.) *Era* gives the following information relative to the contemplated improvement:

The object is to form an inland lake, or reservoir of water, to keep the navigation of Kanawha river. The reservoir, which we are now surveying, will be made by making a dam between the mountains across the Big Swell Creek. The dam is to be nine hundred and forty-five long, sixty feet high, our hundred feet thick at the base, and forty-five feet at the top. At either side of the dam will be made immense sluices to carry the water away, which would naturally flow over the dam when it gets full. The sluices are to be made of masonry of the most substantial kind. The water is to be kept in this lake until it is needed in the Kanawha, when it is to be let off as it is needed to keep up the navigation of the river. The means of letting it off will be by means of locks. You can form some idea of the amount of water it will hold when I tell you it is to be twenty-five miles long and from one thousand feet to $1\frac{1}{4}$ miles wide.—There is an immense amount of speculation about this great work, the probable cost, &c. Mr. Taylor says that the dam will cost above \$200,000. The cost of the land will be the greatest drawback on the enterprise. It will cover about 50,000 acres of land, besides 50,000 acres more which will have

to be paid for by the company, because it will be no account to the owners, being all mountain land and remnants of farms. I suppose \$1,500,000 will not buy the land and pay the damages. What time it will take this reservoir to fill will, I suppose, depend on circumstances. There are eight creeks flowing into it. The object is, after the lake gets full of water to cut through the dividing ridge, between the lake and Greenbrier river, and make a canal through the cut. Mr. Ellett is making other surveys on New river and Gauley river.

Houston, Tap and Brazoria Railroad.

There have arrived here, and at Galveston, for the Houston and Brazoria Railroad, (being a prolongation of the Tap Road from this city,) 1,325 tons of iron. There is on shipboard, between New York and Galveston, 500 tons more. In addition there has been 2,000 tons contracted for, to be shipped direct from Staffordshire to Galveston. This will be sufficient to lay the road to Columbia, on the east side of the Brazos, a distance of fifty miles. The locomotive, chairs and spikes are hourly expected, and as soon as they arrive, the corps of track-layers will be set at work. It is confidently expected that the work of laying the iron to Sandy Point will be completed by the 1st of February next. There are, on the line of the road, 10,000 ties, and 20,000 more to be delivered, to complete the work to the place mentioned. Beyond Columbia, on the west side of the Brazos, the line has been located to the town of Wharton, and the grading of twelve miles of that section commenced.—*Houston Telegraph*.

Victoria Bridge, Montreal.

The contractors for the Victoria Bridge, at Montreal, have progressed during the past summer at a rate that gives hopes they may be able to open it for traffic in October, 1859, instead of January 1, 1860, in accordance with the terms of the last contract. It is estimated that this will make a difference in the receipts of the Grand Trunk Railway for the second half of 1859 of from £70,000 to £80,000, inasmuch as the Grand Trunk system would then consist of a continuous line of railway of nearly 1,200 miles between Chicago and the other great emporia of the Western States of America and the Atlantic seaboard. By means of this system the immense produce of these regions would be conveyed with the certainty of reaching its destination, and freed from those risks which attend its carriage by water between harvest time and the stoppage by ice of the inland navigation, being the busiest period of the year. It will be remembered that the bridge consists of 23 spans of 242 feet each, and one in the centre of 330 feet. The spans are approached on each side by causeways, terminating in abutments of solid masonry, 240 feet long and 90 feet wide. The northern causeway is 1,400 feet long; that on the south 700 feet. The total length of the bridge is two miles, less 150 feet.

The following statement shows the total number of men, horses, engines, steamers, barges, &c., &c., employed in constructing the great work on 1st October, 1858:

	Men.
Fitters and smiths..	153
Riveters and platers..	121
Carpenters..	280
Masons and stone cutters ..	328
Painters ..	19
Laborers ..	1,331
Raftsmen..	49
Boys ..	75
Crews of steamers and barges..	450
Men employed at the Canada Works, Birkenhead, in construction of tubes ..	477
Total number..	3,281
Horses ..	142
Locomotives ..	3
Pumping, hoisting and stationary engines..	17
Rivet making machines ..	8
Riveting machines ..	2

No. Tons. Crews. h.p.	
Steamers towing on river St. Lawrence, Lake St. Louis, and Lake Champlain	5 645 56 365

No. Tons. Crews.	
Barges carrying building stone, rip, rap, puddle, &c.	36 5,319 180
Carrying iron bridge work	8 1,272 40
Do. timber and wood	15 1,540 75
Do. land	4 300 24

No. Tons. Crews.	
Scows, hoisting timber, &c.	21 1,150

No. Crews.	
Ferry and row boats, rafting timber, conveying iron-work, messengers, time-keepers, foremen, &c.	27 75

Summary of craft employed—

No. Tonnage. Crews. H. pr.	
Steamers	5 645 56 365
Barges	63 8,436 319 ..
Scows.	21 1,550 ..
Ferry and row boats.	27 75 ..

116 10,631 450 365

—*Herapath's Journal.*

Traffic of English Railways.

The traffic returns of railways in the United Kingdom for the week ending Nov. 6, amounted to £151,170, and for the corresponding period of last year to £446,100, showing an increase of £5,070. The gross receipts on the 8 railways having their termini in the metropolis amounted for the week ending as above to £185,658; and for the corresponding week of last year to £181,895, showing an increase of £3,763. The increase on the Eastern Counties railway amounted to £1,502; on the Great Northern, to £325; on the Great Western, to £440; on the London, Brighton, and South Coast, to £1,515; on the London and South Western, to £995; and on the South Eastern, to £1,823; total, £6,600. But from this must be deducted £2,748, the decrease on the London and North-Western, and £89 on the London and Blackwall; leaving the increase as above, £3,763. The receipts on the other lines in the United Kingdom amounted to £265,512, and for the corresponding period of 1857, to £264,205, showing an increase of £1,307 in the receipts of these lines; which added to the increase on the metropolitan lines, makes the total increase £5,070 as compared with the corresponding week of 1857.—*Herapath's Journal.*

Steam on the Canals.

DETAILED ACCOUNT OF THE FIRST THREE STEAMERS THROUGH FROM BUFFALO TO NEW YORK EACH WITH BARGE IN TOW.

Since the experimental trips by the steamers Charles Wack and P. L. Sternberg upon the Erie Canal last August, which were honored by a visit from Governor King and several of the Canal Officers of the State, these two steamers, together with a third—the double-deck steamer Ruggles—have visited this city with full cargoes from Buffalo, and the steamer Niagara, a horse-boat with steam incorporated, has gone from this city and are now at Buffalo, whilst west of Syracuse there are several different designs of steam propulsion being tried, one of which on the boat Babcock has plied regularly between Rochester and Buffalo since the fifth of last month, and is now on her sixth "round trip," or making her eleventh or twelfth intermediate passage.

The Chamber of Commerce of this city has recently taken important action in order to expedite this reform so essential to the higher prosperity of the commerce of this city, the West and Northwest; but as the Committee of the Chamber have only given a general estimate based upon the results of these steamers, and as it does not embody sufficient detail of facts to be as fully instructive to the many classes interested as it should be, and as their further report is postponed until next month, being in possession of more facts, they are here-with submitted.

The *Wack*, *Sternberg* and *Ruggles* are new first-class boats, built by Messrs. Van Slyke & Notter, and their engines by Mr. Bell, at Buffalo, for the enlarged canal. The *Ruggles* is a double-decker, with engine room and cabin on main deck, her lower hold being exclusively devoted to freight, excepting a few feet for her propeller shafts at her stern.

The *Wack* is the pioneer—though the keel of the *Sternberg* was first laid—as she made the first trip with cargo at Albany, and returning was one of the *cortege* of the Governor and suite west from Rochester in August last, of which your news of the day gave full accounts. She left Buffalo Sept. 25th, and reached this city early in October with a barge in tow, both bringing 227 tons of freight. Her running time upon the Canal was seven days to the 345 miles from Buffalo to West Troy, on which are 74 locks, and her average, covering lockages, was a trifle over two miles per hour, burning two tons of coal per twenty-four hours. The propelling cost on the Canal for coal just equals the usual cost for towing either boat by horse, or about ten cents per mile per boat, which is half the cost by horse. But she would average upward of three mile per hour on the river, and make her run with tow from West Troy to New York at two-thirds the usual charge by the river two boats for either boat; giving a net saving of forty dollars to the river.—The net saving in running time to the wages of two crews will about pay the engineers.

The Wack, on her return trip from Troy to Buffalo, made the running time in 4 days and 16 hours, covering lockages, or about $3\frac{1}{4}$ miles per hour, with 69 tons of freight, which was in about half the time per horse, and about five-eighths cost.

The *Ruggles* left Buffalo Oct. 20, and was 13½ days to New York, with a full loaded barge in tow, but being detained twice by the breaking of her rudder, her running time is stated to be 6 days and 14 hours through, burning three tons of coal per 24 hours. This time gives an average of nearly 3 miles per hour on Canal, covering lockages, and about 4½ miles per hour on the Hudson; and *is but a little over half the average time by horse boats*. Her cost of propulsion to 5½ days on canal using 16 tons, at \$4 50 per ton, (Buffalo price) is \$72, or 20½c. per mile, or 10½c. per mile per boat. Her cost to both boats on the river would be about 4 tons or \$18, making a net saving of about \$40 to the two boats. Her saving of wages to two crews, by reduction of time, will more than pay engineers and ordinary engine repairs. *Ruggles* and her consort started with 11,000 bushels of corn, or 303 tons, which, with some deck freight and coal, made 330, but they are reported to have left 800 bushels of corn at Palmyra, and 300 at Syracuse, or about 30 tons, (leaving 270 tons of corn) to ease themselves over the low waters on the Flats.

The *Sternberg* left Buffalo the 20th ult., and was 19 days to this city,—she towed an extra heavy (by about 10 tons) barge with 5,850 bushels of wheat, or 176 tons. Both boats were overloaded, bringing through 310 tons of wheat, each drawing over five feet of water, which caused them to be much of the time aground this side of Rochester. West of Rochester she varied between 19 miles and 21 per "trick," (the technical meaning of which is the six hours off and on of the crew,) or averaged $3\frac{1}{2}$ miles per hour, burning two tons of coal per $2\frac{1}{2}$ hours. Deducting her detentions aground, she is stated to have averaged about three miles per hour covering lockages, until she broke one of her propellers about 130 miles west from Troy. At Cohoes, she broke the second propeller, and was obliged to be towed down the river. From her rates as established with both propellers, she would have made about the same running time as the *Ruggles*, or about $6\frac{1}{2}$ days from Buffalo to New York, or $5\frac{1}{2}$ days through the Canal, with two tons per day, or 11 tons at \$50, or $14\frac{1}{2}$ cents per mile, which is $7\frac{1}{2}$ cents per boat per mile. She would use about three tons down the river at \$14, which is less than half the \$30 charge by tow-boats per boat, saving about \$45. Across the Cayuga Flats for about four miles she worked through when drawing several inches depth mud, so deep that neither of their rudders

could be turned at all by hand,—the steamer being steered by her throttle valves, as she has an engine to each propeller. The captain of a light horseboat that followed with 200 bushels less of wheat than the barge had, said that he strained a good team more than all the season's service besides; and the barge tow line, of about four times the strength of a horse line, was broken several times.

The considerations given by the Committee of the Chamber of Commerce, in regard to speed and its advantages, merit the attention of commercial men.

The subject of Steam on the Canal is not alone to be discussed politically and financially for the interest of this State, but it is even now the talk in all the counting rooms of the west and northwest, and by all the craftsmen, and upon all the crafts of the Erie, its branches, and of the north-western lakes.—*N. Y. Times.*

Taxes of the Different States.

From this table, comprising eighteen of the States, it appears that North Carolina pays less tax, *per capita*, than either of her sisters, it being only 52 cents for each individual annually—while the tax of the State of Maine, the highest in the list, amounts to \$3 per head.—The whole eighteen States, with a population of 14,569,722, pay annually, \$25,055,129—being an average of \$1 72 $\frac{1}{4}$ each.

**TAXES (annual) of 1850, with population of 1850,
and the amount paid by each federal member.**

States.	State.	School.	Poor.	Road.	All others.	Total.
	County.					Population
Alabama	\$428,600	\$202,960	\$7,519	\$2,904	\$3,000	\$12,020
Connecticut	67,947	1,101	48,669	80,444	80,117	258,065
Florida	58,616	23,690	105	105	2,876	55,287
Georgia	202,707	156,061	15,728	14,027	1,388	52,571
Indiana	552,463	449,616	96,376	54,883	171,554	58,153
Maine	381,911	141,705	234,842	102,747	563,887	327,945
Mississippi	779,163	436,993	31,106	7,461	4,698	80,979
N. Hampshire	77,313	84,854	144,178	150,745	250,913	200,998
New Jersey	190,685	62,706	54,591	119,614	171,808	599,404
New York	114,086	144,189	42,340	66,162	66,660	7,160,255
Pennsylvania	1,526,662	1,689,212	840,066	358,757	816,807	87,906
Rhode Island	16,951	.....	56,987	46,587	29,677	6,089,455
South Carolina	373,421	.....	.....	49,143	19,881	2,311,786
Texas	74,936	85,055	.....	.....	21,332	347,111
Vermont	138,533	3,578	88,930	90,809	257,801	212,592
Virginia	368,642	223,286	45,697	110,077	20,309	1,126,852
Wisconsin	93,982	151,835	75,980	9,194	72,103	1,421,661
Total, 18						\$25,055,129
						14,569,722

He expects to commence the work and delivery of rails next month, and has good reason to believe that there will be nothing to prevent the early completion of the road. It is the intention of parties connected with the Meadville road to begin its construction at once, and to locate it with reference to a connection with this road. A portion of their rails have been shipped, and a payment made on the contract entered into by them."

Location of Land Warrants.

[From Thompson's Bank Note Reporter, Extra.]

The following letter from the General Land Office will save enquiry about the advantages and disadvantages of the different sized Land Warrants. All sizes of warrants can be used in proving up pre-emptions, and also in entering railroad lands—

GENERAL LAND OFFICE, Washington, Nov. 18, 1858.

GENTLEMEN:—In reply to the question propounded in your letter of the 15th inst., I have to state, 1st. That a *pre-emptor* can locate two warrants for 80 acres each on a quarter section of land containing 160 acres, to which he has a valid pre-emption claim, but the application for the location must in the case of each warrant describe the precise half-quarter section on which the warrant is to be located.

2d. A *pre-emptor* can use one warrant for 80 acres, and \$100 in money in satisfaction for his pre-emption claim to a quarter section, containing 160 acres, but the warrant must be surrendered in satisfaction for one half quarter section, and the money must be applied to the purchase of the other half quarter section.

3d. He can locate one warrant for 120 acres on three quarter quarter sections, and one 40 acre warrant on the remaining quarter quarter section embraced in his pre-emption claim.

4th. He can locate a warrant for 120 acres on three quarter sections embraced in his claim, and pay for the remaining quarter section with \$50 in money.

5th. A locator upon lands held at \$2 50 per acre (Railroad lands) can locate his warrant for 120 acres on three 40 acre tracts by paying the excess price of \$1 25 per acre with cash, and he can then locate his warrant for 40 acres on the remaining 40 acre tract in like manner.

That is, each warrant location must distinctly describe the tracts containing the number of acres called for by the face, and no more; but if the locator finds it to his interest to surrender his warrant for 80, 120 or 160 acres for a tract or tracts of land containing a fraction less than the quantity called for by the face of the warrant, he can do so, but he must take the land in full satisfaction for his warrant.

It is believed that the foregoing contains a full answer to all the questions presented in your letter above alluded to. Very respectfully,

THOS. A. HENDRICKS, Commissioner.

Post Office Notices.

THE MAILS for EUROPE, per U. S. Steamer *City of Baltimore*, will close at this office on SATURDAY, the 4th day of December, at 10 o'clock A. M.

ISAAC V. FOWLER, Postmaster.

THE MAILS for CALIFORNIA and SOUTH PACIFIC COAST, per U. S. Steamer *Illinois*, will close at this office on MONDAY, the 6th day of December, at 1 o'clock P. M.

ISAAC V. FOWLER, Postmaster.

CINCINNATI & MARIETTA FIRST MORTGAGE BONDS.

HOLDERS of these who have not signed a power of Attorney to Mr. HALLÉT are requested to send their addresses and number of bonds held by them to

MR. LANCE,
26 Throgmorton street,
LONDON, England.

To Railroad Companies,
MACHINISTS & OTHERS.
BEST quality COP WASTE, constantly on hand and for sale by

M. K. JESUP & CO.,
No. 44 Exchange Place,
NEW YORK.

494

THE IMPERIAL LUBRICATING OIL,

MANUFACTURED BY

J. C. HULL & SONS,

(Formerly W. HULL & SON.)

108, 110, 112, 114, 116 and 118 CHURCH ST.,

NEW YORK.

FOR RAILROADS, STEAMSHIPS, MILLS, MACHINE SHOPS, ETC.

THIS OIL having been before the public for a long time, and having been extensively used in different parts of the country, and on each occasion meeting with unqualified approval, renders the manufacturers confident when making the following claims:—

1st. Its first cost is vastly less than that of any Oil in use, of known merit or acknowledged worth.

2nd. It will not in any way gum or clog up any journal or bearing, all the gum in the Oil being entirely decomposed.

3rd. It will keep all journals and bearings cool, clean and bright as new, thus not only saving wear and tear, but saving also no inconsiderable amount of motive power.

4th. It is fully as durable as any Oil in the market, and consumers are invited to make their experiments on such journals as are inclined to heat up.

5th. It is sweet and clean, and entirely free from all odor or unpleasant smell.

Also,—

J. C. HULL & SONS' REFINED BURNING OIL.

Buyers are requested to give this OIL a trial, as it is believed that it will be found the

CHEAPEST, CLEANEST AND BEST OIL FOR BURNING,

(all things considered), in the market.

CERTIFICATES from a large number of Railroad and Steamboat officers, also, prominent Manufacturers and Machine Builders, can be seen by application as above.

MORSE & CO.,

BANKERS and DEALERS in Stocks, Bonds, Exchange and Commercial Paper, on commission. No. 49 Wall street, and 41 William street, NEW YORK.

Orders for the purchase and sale of Stocks and Bonds, at the Brokers' Board, by letter or otherwise, promptly executed.

Cash advanced on sound saleable securities.

REFER TO

G. VAN BAUR & CO., N. Y. CONTINENTAL B'K, N. Y.

PROPOSALS

FOR \$300,000

Central Park Improvement Fund Stock.

SEALED PROPOSALS will be received at the Comptroller's Office, No. 5 Hall of Records, until MONDAY DEC. 20, 1858, at 2 o'clock P. M., when the same will be publicly opened, for the whole or any part of the amount of THREE HUNDRED THOUSAND DOLLARS of "The Central Park Improvement Fund Stock of the City of New York," authorized by an Act of the Legislature of the State, entitled "An Act for the Regulation and Government of the Central Park in the City of New York," passed April 17, 1857, and by an Ordinance of the Common Council, approved by the Mayor November 12, 1858.

The said stock will consist of THREE THOUSAND SHARES OF ONE HUNDRED DOLLARS EACH SHARE,

bearing interest at the rate of SIX PER CENT. per annum, payable quarterly, and the principal sum redeemable on the 1st day of August, 1887.

The proposals will state the number of shares, and the price per share. The stock to be issued as follows: \$30,000

within three days after the acceptance of the proposals, and the balance in monthly instalments of \$50,000 each, until the whole sum is issued.

The persons whose proposals are accepted will be required

to deposit with the Chamberlain of the City the sum awarded

and covered by the bid, and on presenting the receipt of the

Chamberlain to the Comptroller, will be entitled to receive a

certificate for the par value of the number of shares, carrying

interest from the day of the deposit.

Each proposition should be sealed up and indorsed "Proposed for six per cent. Central Park Improvement Fund Stock."

And the proposition may then be put up in a second envelope, sealed and directed, "A. C. FLAGG, Comptroller, No. 5 Hall of Records, New York."

The right is reserved on the part of the Comptroller to reject any or all of the bids, if considered necessary to protect

or promote the interests of the City.

A. C. FLAGG, Comptroller.

DEPARTMENT OF FINANCE, Comptroller's Office,

New York, Nov. 16, 1858.

2148

Railroad Iron

500 TONS 56 lbs. and 1,500 tons 60 lbs. best Welsh

make, Erie pattern, now in port, for sale.

T. A. HOWLAND & CO.,

54 William st., New York.

FOR SALE.

THE undersigned offer for sale the following valuable property in the city of Alexandria, Virginia.

An IRON FOUNDRY, with steam power, cupolas, cranes, flasks, and all the fixtures requisite for a first class business, also an extensive assortment of patterns for Railroad Machinery. Mill Gearing, Steam Engines, etc., etc.

The foundry building is of brick, fire-proof, well-lighted and has a clear floor 100 ft. x 60 ft. Also, the square of ground on which the above is located, fronting on the Orange & Alexandria Railroad and containing about 84,600 square ft. of ground.

The position is a very favorable one for the transaction of an extensive foundry business and well worthy the attention of parties disposed to engage in that business.

Also for sale or lease their extensive LOCOMOTIVE, CAR BUILDING AND MACHINE WORKS in Alexandria, situated on the River Potomac, comprising Real Estate, Buildings and Machinery for the transaction of a large machine business of any kind.

The location is considered a most desirable one, being immediately on deep navigable water and in a city from which three important railroads diverge, one of which connects with a line of roads terminating at New Orleans, with diverging lines from the South and Southwest.

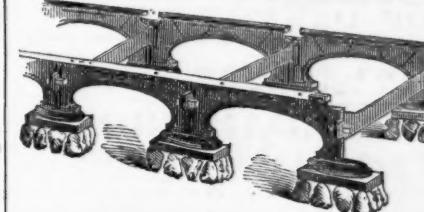
The subscribers will sell or lease this property or they will work it in connection with parties who are disposed to invest capital to purchase an interest with them. It is not deemed necessary to give an extended description of the property, as parties disposed to negotiate will probably examine for themselves.

For terms, etc., apply to SMITH & PERKINS,

3m35 Alexandria, Va.

BEERS'

ELASTIC IRON RAILWAY, EMBEDDED TO THE COPING RAIL.



Saving Life and Property from Accident.

HERE is an indestructible railroad resting upon foundations with the frost and entirely independent of its effects, with a roll'd iron coping rail maintained in perfect line by the continuous support of the foundation rail, and between which last, and the coping rail is interposed a packing of vulcanized gutta percha; saving one half on motive power, and the entire breakage of wheels and axles, which is only a simple result of the jumping and nodding motion communicated to the train, by the undulations in the T rail, which are always increasing, under the pressure of such train; also more than three-fourths of the current cost of relays, and repairs; while the rolling stock will last twice as long, with a large reduction on first cost; making a total yearly saving in current expense of from \$1,500 to \$2,000 per mile, which is equivalent to an additional value of some \$25 00 on every mile of road as compared with semi-wooden structures of nearly equal cost.

Cost from \$8 000 to \$10,000 per mile, out of which will be saved on cost of equipment and grading from \$2,000 to \$3,000.

Also,—

BEERS'

CAST-IRON ENDLESS RAIL, FOR CITY RAILROAD.

This track is laid w/out tie, string pole, bolt, or spike; the joints are rendered perfect by an upright iron wedge spike, will wear twenty years without repairs, and then be worth half the first cost as OLD IRON.

Expense per mile, when laid, from \$5,000 to \$6,000.

To examine a section of either track, or for descriptive drawings with circular, address the undersigned at BROOKLYN, N. Y.

S. A. BEERS, Civil Engineer,

3m35 Inventor and Patentee for U. S. and Europe.

MORRIS & JONES & CO.,

IRON MERCHANTS,

MARSH AND SIXTEENTH STREETS,

PHILADELPHIA.

IRON AND STEEL

IN ALL THEIR VARIETIES.

BOILER PLATE, CAR AXLES,
BOILER RIVETS, RAILROAD IRON,
CUT NAILS and SPIKES, PIG IRON, etc.

Having the selling agency of a number of the Rolling Mills Furnaces and Forges in this State, orders for any description of Iron can be executed.

August 16, 1854.

1y33

**LACKAWANNA
IRON AND COAL COMPANY,
SCRANTON, LUZERNE CO., PA.**

BY the completion of the Delaware, Lackawanna and Western Railroad, this Company are enabled to obtain the Magnetic Ores from the most celebrated mines of New Jersey, which used in combination with their native ores, produce a quality of iron not surpassed.

These works have been greatly enlarged the past year, and are, the more, prepared to execute orders promptly for RAILROAD IRON of any pattern and weight, Car Axles, Spikes, and Merchant Iron. They have on hand patterns for Rails, of the following weights per lineal yard, viz: 25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of Rails and Merchant Iron may be seen at the office of the Company, 46 Exchange Place, New York.

Address J. H. SCRANTON, President,
SCRANTON, PA.,
or THEO. STURGES, Treasurer,
46 Exchange Place,
NEW YORK

40ft

**T. A. HOWLAND & CO.,
BROKERS IN
RAILROAD IRON
AND
EQUIPMENTS,
54 WILLIAM ST., NEW YORK,**

ARE prepared to furnish either Foreign or American
Rails, &c., Equipments of every kind desired, on
the most favorable terms.

**THE ROUGH AND READY
ROLLING MILLS
OF DANVILLE, PA.,**

ARE prepared to fill orders for RAILS of the best quality
at the market price.

T. A. HOWLAND & CO., Agents,
54 William St., NEW YORK.

**RAILROAD IRON.
THE RENNSLAER IRON COMPANY,
TROY, N. Y.,**

OFFER Rails of their own manufacture deliverable as may
be desired by purchasers.

OLD RAILS
received in exchange for new, or for re-manufacturing.
JOHN A. GRISWOLD, Agent,
TROY, N. Y.

New York Agency:
BUSSING, CROCKER & DODGE,
32 Cliff St.

IRON BOILER FLUES.

Lap-Welded Boiler Flues,
1½ to 7 inches outside diameter, cut to definite
length, 2 to 20 feet as required.

Wrought Iron Welded Tubes,
From ½ to 5 inches bore, with Screw and Socket
Connections. T's, L's, Stops, Valves, Flanges,
&c., &c.

MANUFACTURED AND FOR SALE BY
MORRIS, TASKER & CO.,
PASCAL IRON WORKS.

Established 1821.
Warehouse—209 South Third St.,
PHILADELPHIA.

STEPHEN MORRIS,
THOS. T. TASKER, JR.

CHAS. WHEELER, JR.,
STEPHEN P. M. TASKER.

**THE
ROUND OAK IRON WORKS,
STAFFORDSHIRE, ENGLAND.**

Lord WARD, Proprietor.
MANUFACTURE RAILS, BOILER PLATES,
SHEETS, HOOPS and BARS, of every variety
of pattern.

NORRIS & BROTHER,
Agents for the United States,
12 SOUTH CHARLES STREET,
BALTIMORE.

6m35

Patents for Inventions.

T. D. STETSON, Agent for procuring patents, No. 5 Tryon
T. Row, (near City Hall). A circular with full information
sent free by mail.

American correspondent *Prac. Mechanics' Jour.* from 1861.

**THE
RAILROAD IRON MILL COMPANY,
CLEVELAND, OHIO,
MANUFACTURERS EXCLUSIVELY OF
RAILROAD IRON.**

THIS is a new ROLLING MILL, having been working
only eighteen months, and confined to work for roads on
this line between Buffalo and Chicago in re-rolling old Rails.
The capacity is Forty Tons per day. It is well situated for
receiving old Rails, either by Railroad or Lake.

Orders are now solicited

From Roads in other sections of the country; and work will
be made with New Iron in the heads, if desired.

Apply to

**ALBERT G. SMITH,
President of the Incorporation.**

February, 1858.

RAILROAD IRON.

The Crescent Manufacturing Company,
WHEELING, VA.,

ARE now prepared to execute, at short notice, orders for
Rails of any required pattern and weight, and to re-roll
old rails, on the most liberal terms. Address

N. WILKINSON, Secy.,
WHEELING, VA.

8ft

RAILROAD IRON.
CONTRACTS FOR RAILS,
AT A FIXED PRICE OR ON COMMISSION,
DELIVERED AT AN ENGLISH PORT,
Or at a Port in United States,
WILL BE MADE BY THE UNDERSIGNED,
THEODORE DEHON,
10 Wall St., near Broadway, New York,
500 tons T rails on hand 54 to 57 lbs. per linear yard.

RAILROAD IRON.

The undersigned, Agents for leading Manufacturers in
STAFFORDSHIRE AND WALES,
ARE PREPARED TO CONTRACT FOR DELIVERY
On board ship at Liverpool, or Welsh port.

C. CONGREVE & SON,
18 Cliff St., N. Y.

RAILROAD IRON.
The Undersigned, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT TO DELIVER
Free on Board at Shipping Ports in England, or
At Ports of Discharge in the United States,
RAILS OF SUPERIOR QUALITY,
And of Weight or Pattern as may be required.
VOSE, LIVINGSTON & CO.,
New York Aug. 1, 1855 9 South William Street.

RAILROAD IRON.
The Subscribers, Agents for the Manufacturers,
ARE PREPARED TO CONTRACT FOR THE
DELIVERY OF RAILROAD IRON AT ANY PORT
in the United States or Canada, or at a shipping port in Wales.
WAINWRIGHT & TAPPAN,
Boston, June, 1851. 29 Central Wharf.

**RAILROAD IRON AND
COMMON BARS.**

THE UNDERSIGNED,
Sole Agents to Messrs. GUEST & CO.,
The Proprietors of the Dowlais Iron Works,
Near Cardiff, South Wales,

ARE duly authorized to contract for the sale of their G. L.
Railroad Iron, and Common Bars, on most advantageous
terms.

R. & J. MAKIN, 70 Broad St.

**RAILROAD IRON
AT ELMIRA, N. Y.**

THE subscribers have American Railroad Iron for sale as
above; also Welsh Iron in New York and other markets.
FABER, PERKINS & CO.,
Brokers, 69 Wall St.
New York, August 10th.

6m33

RAILROAD IRON.

WOOD, MORRELL & CO.,

Having leased the extensive Works of the
CAMBRIA IRON COMPANY,
situated at JOHNSTOWN, CAMBRIA CO., PENNA.,

And purchased all their real estate,
ARE now prepared to execute, at short notice, orders for
RAILS of any required pattern or weight, on the most
liberal terms.

Philadelphia Office, 5 North Penna. R. R. Building,
No. 407 Walnut St.

STEEL, FILES, &c.

**R. GROVES & SONS,
SHEFFIELD, ENGLAND,**

MANUFACTURERS of warranted Cast Steel, superior
quality, for Tools, Machinery, and Engineering purposes,
Single and Double Shear, Blister, German Spring and Sheet
Steel of every description—also, Cast Steel Files of high
reputation, especially adapted for the use of Machinists, and Saws
and Edge Tools of all kinds.

A stock of the above goods constantly on hand.

CORPORATE MARK 

CHAS. CONGREVE & SON, Agents,
13 Cliff street, N. Y.

RAILROAD IRON.

WELSH or Staffordshire make, delivered on board at an
English port or at a port in the United States.
NORRIS & BROTHER,
BALTIMORE.

6m35

REMOVAL.

W. D. STARLING, Metal Broker and Rail Inspector,
from Lawrence Pountney Lane, to the Vestry House,
Lawrence, Pountney Hill.
LONDON, 1857.

TUBULAR RAIL.

Railroad Managers will be interested
by an examination of the "TUBULAR RAIL," patented in Europe
and America by STEPHENS & JENKINS, Covington, Ky. These rails have
decided advantages over any rail
hitherto made, among them the following:

The "Tubular Rail" of 50 lbs. per
yard has greater strength and elasticity
with the same outside surface as
solid rails of 60 lbs. per yard.

Its density is greater,
Its welding nearer perfect, and
Its durability superior.

Unlike other new forms of rail, it can be put down on the
same chairs, and with the same fastenings, used with common
2 rails.

The arrangements to manufacture are such that these rails
can be furnished of any American or Foreign make.

Reference is made to the offices of all the railroads in the
vicinity of Cincinnati.

Additional particulars and circulars may be had by addressing
E. W. STEPHENS,
Cincinnati, Ohio.

AMERICAN COAL CO.
GEORGE'S CREEK SEMI-BITUMINOUS COAL.

THIS Company is prepared to contract for the sale of their
coal, delivered on board vessels at the depots at Baltimore,
Georgetown and Alexandria, on the most favorable terms. The
coal is from the George's Creek basin, entirely free from slate,
and for steamers, locomotives and foundries is unsurpassed and
unequalled in quality by any coal brought to this market, except
that coming from the same basin.

The Company will procure vessels at the lowest rates, when
desired, without charge.

Orders for quantities less than a cargo, will be filled at the
yard of RANDALL & MORRELL, Jersey City, adjoining the
Cunard Wharf.
Office, 50 Exchange Place.

W. TITUS, Secy.

Railroad Iron.
2,000 TONS of Erie Pattern, Crawshays make, on
sale. Apply to

JAMES TINKER,
54 Exchange Place.

VENTILATION.

THE undersigned has devised and patented the only system
of ventilation for Buildings, Vessels, RAILROAD CARS,
etc., by which spontaneous ventilation can be effectually carried
out; and is willing to dispose of the same to parties desirous
of purchasing at a reasonable price.

Address HENRY RUTTAN,
Coburg, Canada.

F. W. Rhinelander, James A. Boorman, Edwin A. Post,
RHINELANDER, BOORMAN & CO.,
RAILWAY AGENTS
AND
COMMISSION MERCHANTS,
SUPPLY ALL MATERIAL AND ARTICLES USED IN THE
CONSTRUCTION AND OPERATING OF RAILWAYS.
BANK OF COMMERCE BUILDING, NEW YORK.
REFER TO
John A. Stevens, Esq., President Bank of Commerce.
Sam'l Sloan, Esq., President Hudson River Railroad Co.
James Boorman, Esq., Messrs. Stillman, Allen & Co.
Messrs. Cooper & Hewitt, Messrs. Duncan, Sherman & Co.

RAILROAD SUPPLIES.
WILLIAMS & PAGE,
No. 44 Water, between Congress and Kilby Streets,
Boston, Mass.
Iron Rails, Chairs, & Spikes,
FREIGHT AND COAL CARS,
(on hand or made at short notice.)

Wheels and Axles of all kinds,
LOWMOOR, AMES, BOWLING, AND NASHUA TIRES,
IRON AND STEEL,
Of all kinds for Shops and Tracks.
Car Trimmings, Paints, Oil, Varnish, Car and Switch
Locks, Ventilators, Lanterns, Head-Lights, Gauges, Rubber
Springs, Chairs, Hose and Belting, Ash, Pine and other Timber,
and ALL MATERIALS USED IN Equipment and Repairs of
Railroad's, Engines and Cars, at lowest prices.

THOS. S. WILLIAMS, PHILIP S. PAGE,
Late Supt Boston & Me. R. R. Late Page, ALDEN & Co.
REFERENCES.

JAMES HAYWARD, President PHLEPS, DODGE & Co., N.Y.
Boston and Maine R. R. COOPER, HEWITT & Co., do.
Capt. WM. H. SWIFT, Boston, REEVES, BUCK & Co., Phila.
ston. E. S. CHESBROUGH, Chicago.
Phila. W. & B. R. R.

A. S. & A. G. WHITON
72 PINE ST., NEW YORK,
DEALERS IN
RAILROAD IRON,
CHAIRS AND SPIKES,
LOCOMOTIVES,
PASSENGER AND FREIGHT CARS.
MANUFACTURERS' AGENTS
FOR Seller's Iron Turn Tables, Dimpel's Patent Blower,
Gardiner's Volute Car Springs and
RAILWAY SUPPLIES GENERALLY.
ALSO
NEGOTIATORS OF SECURITIES.

OLD STAND.
RAILROAD AND CAR FINDINGS.

A. BRIDGES & CO.,
SUCCESSORS TO BRIDGES & BRO.,

WILL continue the Railroad and Car Furnishing business,
and deal in Locomotive and Hand Lanterns, Enamelled
Head Linings, Brass and Silver Trimmings, Cotton Duck for Car
Covers, Portable Forges and Jack Screws, Bolts, Nuts and
Washers, Ship and Bridge Bolts, and Iron Forgings of almost
every description, etc., etc., etc., at the OLD STAND,

64 COURTLAND ST., NEW YORK.

Orders for the purchase of goods on commission, aside
from our regular business, respectfully solicited.

ALBERT BRIDGES, { Of the late firm of
BRIDGES & BRO.
JOEL C. LANE.

SAWYER, TINKER & CO.,
MANUFACTURERS OF
COTTON DUCK,
For Car Roofing, of all widths, up to 140 in.
PATENT COTTON BELTING, cost about one-third of Leather.
Office, 36 BEEKMAN ST., NEW YORK.

S. B. BOWLES,
MANUFACTURER AND DEALER IN
RAILROAD SUPPLIES,
No. 12 GOLD STREET,
(Between PLATT and MAIDEN LANE,) NEW YORK.

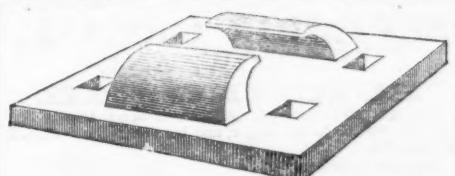
GEO. M. FREEMAN,
SUCCESSOR TO
PRATT & FREEMAN,
PHILADELPHIA
RAILWAY SUPPLY AGENCY,
No. 123 WALNUT STREET,
PHILADELPHIA.

Railroad Materials, Locomotive and Car Findings,
MACHINERY AND MACHINISTS TOOLS,
MINERS' TOOLS, ETC.
COTTON WASTE.
WHITE AND YELLOW CAR GREASE,
LOCOMOTIVE BRASS WORK,
Baggage Checks, Barrows, etc., etc.,
RAILROAD LANTERNS, SIGNAL LIGHTS,
STEAM GAUGES, COCKS AND WHISTLES,
INDIA RUBBER HOSE PACKINGS, ETC.
LANTERNS OF ALL DESCRIPTIONS,
ENGINE, STATION, AND SIGNAL BELLS,
Superior Car Upholstery, etc.

AGENCY OF THE KEROSENE OIL COMPANY.
Orders solicited, promptly filled, and forwarded with
despatch and care at the manufacturers' lowest prices.

H. H. GOODMAN & CO.,
No. 7 WALL ST., NEW YORK,
Dealers in Railway, City, County, and State
BONDS,
RAILS, LOCOMOTIVES, &c.

We have on hand and for sale, of County Bonds—
Hardin County (Ky.), 6 per cts. Davidson C'ty (Tenn.), 6 pcts.
Carter, Bath, and Montgomery (Ky.), 6 per cents. Iowa County (Wia.), 8 per cts.
Also a variety of CITY, COUNTY, and RAILWAY
SECURITIES in smaller lots.
April 30th, 1860.



JACOB ROWE,
GENERAL COMMISSION MERCHANT,
Nos. 6 & 8 Broadway, and 8 Beaver St.

ORDERS received for all sizes MERCHANT, BAR and
RAILROAD IRON, AMERICAN and SCOTCH
PIG IRON, SUPERIOR WROUGHT IRON RAILROAD
CHAIRS, SPIKES, CAR WHEELS, NAILS, ETC., ETC.

OFFICE, 8 BROADWAY,
Corner Beaver st., opposite the Bowling Green, NEW YORK.

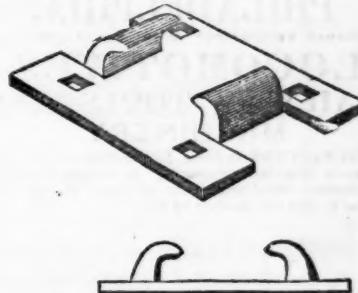
REFERS TO
Messrs. Cooper & Hewitt, Messrs. Stillman, Allen & Co.
Messrs. Wm. Oothout & Bro., Peter Cooper, Esq.
Messrs. Marshall Lefferts & Bro., James L. Jackson, Esq.

CINCINNATI STOCK EXCHANGE
KIRK & CHEEVER,
Stock Brokers and Railroad Agents,
No. 83 WEST THIRD STREET,
CINCINNATI, OHIO.

Railroads Stocks, Bonds, &c., bought and sold on commission
Regular sales at public auction at the MERCHANTS' EXCHANGE

MORRIS K. JESUP, JOHN KENNEDY, GILRAD A. SMITH,
M. K. JESUP & CO.,
RAILWAY AGENTS AND BANKERS,
44 EXCHANGE PLACE,
NEW YORK,
AGENTS FOR THE SALE OF
FOREIGN AND AMERICAN RAILROAD IRON
AND ALL MATERIALS NECESSARY FOR THE
Construction, Equipment & Operating of Railways.
RAILWAY AND OTHER SECURITIES
BOUGHT AND SOLD
Either privately or at the Board of Brokers.

NEW YORK
RAILROAD CHAIR WORKS.
J. B. GREEN & CO., Proprietors.
SUCCESSIONS TO THE
New York Wrought Iron Railroad Chair Company,
Office, No. 51 Exchange Place, New York.



HAVING recently purchased, at Receiver's Sale, all the
Patent Rights owned by the late New York Wrought
Iron Railroad Chair Company, and also the entire machinery
for manufacturing their improved Wrought Iron Railroad
Chair, we are now fully prepared to receive and fill all orders
from responsible parties, to any extent, with promptness and
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The thickness of the lips of our Chair increases through the
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towards the edge; so that a less weight of metal may be used,
and a strength acquired equal, if not superior, to that of a
heavier Chair of uniform thickness.

We invite the attention of parties wishing the best Wrought
Iron Chair now in market, to our works for a supply; believing
they combine qualities superior to any others now manufactured.

The Chairs weigh from seven and a-half to fifteen pounds,
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To enable us to give you a perfect fit, it will be necessary always
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Our manufacture of Chairs are used on a large number of
Roads, of which the following list comprises some of them, viz.
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Panama Railroad Company,
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